CARSTENS PUBLICATIONS
(ISSN 0163-7266)
JANUARY 1984
$1.75

RAILFAN

RAILFAN & RAILROAD

MICHAEL A. MARTIN
48760

THE NEEDLES DISTRICT

Santa Fe

- Amtrak - TP&W *Prairie Marksman*
- Six units on the NYS&W
- Wabash cab ride

DOUG EDWARDS

The Akron & Barberton Belt

0 71896 48760 01

KODACHROME JIM MARCUS

E60C ELECTRICS are making news in both East and West. The Deseret-Western, a new 33-mile coal-hauler in Utah and Colorado (see page 30), bought two new E60Cs from GE, shown above at Erie, Pa., on August 6, 1983, ready for shipment west.

Meanwhile, N.J. Transit has bought ten HEP-equipped E60Cs from Amtrak (958-963, 967, 971-973) to replace the aging GG1s on its North Jersey Coast service. The first E60 to get NJT's disco colors was 967, shown at right at Elmora Tower in Elizabeth on September 18 on a push-pull test train with new Bombardier cars and a cab car. The GG1s made their last regular runs on October 28, 1983.

KODACHROME BILL CHAPLIK

Railnews

KODACHROME MIKE ABALOS

KODACHROME RANDY NELSON

KODACHROME PAUL HUNNELL

UNUSUAL GEEPS are showing up in unexpected places. The Alaska Railroad took delivery of the first GP49s (2801-2804) built by EMD (see page 32) and had them run west on the BN out of Clyde Yard in Chicago (above, September 4). In late March the City of Prineville replaced its three Alco switchers with ex-Milwaukee Road "GP20s" 985 and 989 (rebuilt GP9s 217 and 238), shown above right at Prineville, Ore., in September. For its operations on ex-Rock Island track out of Blue Island, Ill., the La Salle & Bureau County has acquired ex-RI GP35s 322 and 333, now LS&BC 2 and 3, shown at Blue Island on September 11.

HAROLD H. CARSTENS
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MICHAEL A. EAGLESON/columnist
GEORGE M. SMERK/columnist
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Circulation Manager: Linda Headley. **Circulation:** Jeanne Sipley, Paula Kurilla, Lisa Kwietniewski; **Advertising Production:** Mary Ann Lengle, Scott Lengle. **Advertising billing:** Joanne McMickle. **Reader Service:** Cathy Streeter. **Dealer Service:** Judith E. Koesler. **Mail/Bookkeeping:** Peg Gardner. **Shipping:** Stephen Graham, Brian Taylor.

From the Publisher's desk:

The Northwest Passage is a trolley line

The old trolley lines of Maine have always held a fascination to this writer even though he never rode or saw them except in photos, *Railroad* Magazine and railfan literature. Here were old steeple cabs, big open double-truck cars, and as odd an assortment of trolley freight motors and other strange equipment as you could find anywhere. Many of these venerable cars have been preserved at the Seashore Electric Railway property in Kennebunkport, Maine (see RAILROAD & RAILFAN, September 1979).

Kennebunkport lies just over the Maine border from Massachusetts, a little over an hour north of Boston. Artists are drawn to the rockbound coast; lobsters and other seafood favorites are great, and author Kenneth Roberts made his home here.

Seashore is the oldest of the trolley museums and owns almost 150 cars, with about 50 in good operating condition. It started as an idea with four young college men who were disturbed at the many small country trolley lines then being converted to bus operation. Their first car, a Biddford & Saco River open car, was purchased for $150 in 1939. The rest is history. My first visit to the property was a few years after World War II, and at the time I was more impressed with the then-small-but-fabulous collection of equipment than I was with the overall appearance of the property from the viewpoint of a motoring tourist. As with all railroad museums, trolley or steam, the Seashore operation is not backed by Ford or Rockefeller Foundation money. Funding comes from dues, tourists and mostly small donations from benefactors. Also highly important is the volunteer labor needed to lay track, replace ties, restore cars, run the ticket booth and concession stand, and after becoming qualified, running cars. Seashore, as with other operating museums, is vitally concerned with the safety not only of its tourist visitors but also of its members. Anyone engaged in running cars in any capacity must pass rigid operating tests before handling a controller. Most of the jobs don't have the glamour of being motorman but are every bit as important.

Our most recent visit to Seashore was this past September. The entrance road is grassed and well manicured. An attractive sign and two trolleys greet the visitor. Parking is adequate at this time, and a large reproduction depot houses ticket offices, displays, the gift shop and other facilities. The loop is right out of 1910, and the new Tower C, formerly on the Boston El, has been placed nearby. A number of small carbarns and shelters provide protection for about 100 of the cars on the property. Plans have been made to extend the line to a high point providing picnic grounds and a scenic vista of the White Mountains and the Atlantic Ocean. Eventually the line is to reach Route 1, a major north-south highway.

Three cars were running when we were there: a Milwaukee city car, a Connecticut Company open, and a former York Utilities single truck Birney now painted maroon for the One Spot of the Denver & South Platte Railway Co. There's still plenty to be done at Seashore, but tourists enjoy the visit and bring the bucks. All railfans will delight in finding their own Northwest Passage to Seashore's Arundel station.

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The howl of turbos fills the desert air as a quintet of six-motor EMDs wheels a mixed freight westward over welded rail through Cadiz, California, on the Santa Fe's Needles District in January 1982. The story of this "Desert Main" begins on page 36. Kodachrome: Mike Martin. In the Akron & Barberton Belt's new paint scheme (inspired by the Morrison-Knudsen units they'd had on lease), SW1500 1501 was photographed on the night of January 5, 1983, at the AC&Y (N&W) interchange in Akron, Ohio. The story of "The A and a Couple of B's" begins on page 47. Kodachrome by Doug Edwards and Mark Perri.

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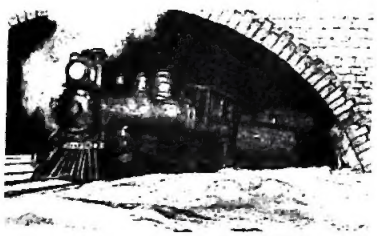

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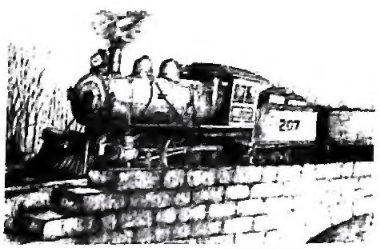

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The last RGZ

Neal Payton sure did himself proud with his knowledgable in-depth article on the RGZ and company. It was a masterpiece!

L.E. HENTSCHEL
Rochester, Minn.

I really enjoy R&R and was glad you could give me a "ride" on the last *Zephyr.* I've always wanted to ride the *Rio Grande Zephyr,* and I guess you gave me the closest thing I'll ever have to it.

BRIAN LEE
Rochester, N.Y.

Your feature in the September issue was the most accurate account of the last wonderful *Rio Grande Zephyr.* I rode the train on April 24th and was lucky enough to be quoted by the Associated Press reporter that morning in Grand Junction. The RGZ was maintained and serviced extremely well, even on the last trip, and the food was excellent. My weekend trip to the West was particularly enjoyable because the crew was pleasant and worked very hard to see that everyone had a good time. My pictures will help me remember the fun that we who rode the *Zephyr* experienced.

EDWARD CHAPPELLE
Arlington Heights, Ill.

Your September R&R made for exceptionally good reading, thanks to Neal Payton's RGZ article, which brought back a lot of memories. I thought it was especially well-written with an abundance of detailed information. The way he gave credit to so many people tells a lot about the writer. A refreshing article!

LAWRENCE STANGEL
Chicago, Ill.

Muddy September

I received the September R&R yesterday and was extremely disappointed in the muddy black & white photo reproduction which existed throughout the issue and was particularly bad in the *Rio Grande Zephyr* article. While most of the photos lack normal contrast, those on pages 37 and 38 are truly horrible. Another totally unacceptable page is 50, and 29 is not good.

Apparently you have gone to a softer, cheaper paper, and I am reminded of *Rail Classics,* which has terrible black & white photo reproduction—muddy, lack of contrast, dark, etc.—and is the reason for my abandoning my subscription to that magazine several years ago.

Please don't let your fine magazine deteriorate in this alarming manner!

DR. RICHARD L. DAY
Moscow, Idaho

I noticed that the photo reproduction on pages 53-56 of your September issue is *very* poor. Hopefully, this was just a problem with a few issues, but if not, I certainly hope you have found and corrected the cause of such poor quality.

GARY I. JACOBS
Flat Rock, N.C.

✏ *The September issue suffered from a number of different problems that all ganged up at once. We have* not *changed—or cheapened—our paper and have no intention of doing so. Because I was very late in getting the magazine completed and shipped to the printer, they had to do a very hurried job of getting it on press, and some of their halftone work was not up to their usual standards. Because of the lateness, I saw no proof copies of the magazine and was unable to make any corrections.*

Many of the photos used in that particular issue were of marginal quality to begin with. The F-unit photos on pages 37 and 38 were

Railfanning is:

Frantically scrambling to get those last photos of a merger-threatened road. ✏

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rather muddy originals, and because of deadline times I couldn't get better prints or borrow Neal's negatives; some careful halftone work could have improved them, but because of the short production time, I couldn't catch the problem and have it corrected. Many of the TP&W steam photos—such as those on page 50—were very small and poor originals or copy shots and reproduced about as well as could be expected. Using them was a calculated risk and an editorial judgment that the subject matter outweighed the marginal quality.

The very bad reproduction on pages 53-56 was a temporary glitch in a small part of the press run. During a normal press run the rotating plates are periodically cleaned with a solvent while the press is running, and those portions that are printed while the inking "settles back down" are normally thrown out. Somebody got something mixed up and a bunch of those forms with the erratic inking got put on the binding line by mistake. The vast majority of the press run was free of the problem, but we've received a few samples of the messed up issues, and they're truly ghastly—J.B.

Light meters

I would like to congratulate Jim Boyd for his eloquent CAMERA BAG in the September issue. It seems that his insight on page 19 on "where my photography differs" has never been expressed so well. We all like to photograph trains, but for different purposes and with different *eyes*. Why criticize?

Concerning his remarks on light meters, in January 1983 I finally purchased a camera that has auto and manual exposure control. My other two cameras (SLRs) are only manual. So what? On four separate outings I took the same photo in both auto and manual, and each time the auto shot was darker. I couldn't agree more that the light meter is an idiot and that it should be used only as a guide. Also the "generally good, sometimes awful and occasionally brilliant" results could not better describe an *enjoyable* pastime.

P.S. Whatever happened to PHOTO LINE?

RICH RAGSDALE
St. Louis, MO.

⇐ PHOTO LINE *has been included in the initial "block" of every issue since* RAILFAN *began. However, because our advertising volume has been steadily growing (November '83 and this issue are up to 76 pages due to ad volume) and because articles always seem to require one or two pages more than the editor*

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*tends to estimate—like a kid in a cafeteria, my eyes are sometimes bigger than my appetite when it comes to scheduling feature articles—*PHOTO LINE *becomes the first place from which I can borrow space, and in the past few issues I've "borrowed" it right out of existence. It is my editorial policy to not "crowd" a feature article if it can be avoided. I would rather eliminate* PHOTO LINE *and run large photos in a feature article to avoid wasting good feature material by jamming it too small with postage-stamp photos*—J.B.

The TP&W demo Fs

In reference to the TP&W article in the September issue, I have a little to add regarding the EMD 291 F3 demonstrator set which was purchased by the TP&W. First of all, I was unaware that the 291 consisted of four units (A-B-B-A), as I had encountered it as an A-B-A set. The Chicago Great Western had the three-unit 291 consist in test service during the latter part of 1946. On Christmas Day 1946, at 4:40 a.m., the 291, powering a northbound freight from Oelwein, Iowa, to St. Paul, Minn., was involved in a head-on collision with southbound freight 72, powered by 2-10-4 859, which was standing on the main line at Randolph, Minnesota. The resulting derailment involved several cars in each train, and the lead cab unit of the 291 was destroyed. The trailing B-unit remained upright, and the rear cab unit was tipped on its side.

It has been my impression, because of the mishap, that only two units remained repairable, and that the two, a cab and booster, were purchased by the TP&W. I have several photos of the derailment and also one of the 291 cab unit only on the CGW Omaha-Minneapolis passenger train.

R.C. BEACH
Cannon Falls, Minn.

Sticky colors

I would like to know what kind of color a "rich carmel yellow" is (top of page 55, September '83 R&R). If this had been given as "Carmel Yellow" I could understand it as a name, but lower case initials are used and it is identified in parentheses as "Dupont Yellow Gold Striping Paint," so the word "carmel" must be intended as a descriptive adjective. My assumption is that it should have appeared as "caramel" although I personally would consider "caramel" much more a brown than a yellow; and certainly nothing resembling gold.

It seems generally wise not to try to get too subtle in describing colors, as any ten people are likely to conjure ten different visions from them. Even such a usually well-understood term as "chocolate brown" may elicit the question "milk or dark?" In this particular case I think it would have been well (regardless of the misspelling) to have stuck with the "Yellow Gold" of the Dupont name as was done with "Acrylic Orange" (which appears red in the photos) or else used "dulux gold".

Of course, I am only poking fun with the remarks about "carmel" and "caramel" for I know several people who use the former term in speaking of the chewy candy, but I am at least semi-serious about the way to describe colors.

DONALD S. ROBINSON
N. Billerica, Mass.

⊂ *You know, I've misspelled that word in my mind ever since Grandpa Boyd handed me one of those chewy cubes when he was working at the candy factory just down the tracks from his home.* Carmel *is the high rent district in California, and* caramel *is the light brown candy—I won't forget it this time. As for colors, that tan/brown/yellow is an area of confusion that even the experts get messed up more often than not, and I can't even look it up in the dictionary*—J.B.

The Kuralt series

Thank you for "Exploring America: A Passage by Rail," with Charles Kuralt. Rarely do your articles have such a true flavor of railroading. If Mr. Kuralt is not now a devoted rail buff, he's surely on his way. Your magazine is indeed fortunate to have had an opportunity to mate such appealing prose with the sharpness of railroading in its prime. It can be read over and over.

THOMAS B. THOMPSON
Grants Pass, Ore.

Regarding page 40 of the September issue. The Rendleman's private car with 14 bathrooms and no bedrooms must have the cleanest and sleepiest occupants. A typo or a case of not correcting as noted on page 64?

ARA MESROBIAN
Chevy Chase, Md.

⊂ *That, again, was a case of not trying to "correct" the radio script*—J.B.

The Jimmie Rodgers Society

I enjoyed your series "Exploring America: A Passage by Rail." On page 42 of the July issue there is a photo of Jimmie Rodgers, "The Singing Brakeman," credited to the

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⊂ *We have no address for the "Jimmie Rodgers Society" whose credit line was on the photo—which was from the old* Railroad *Magazine files—but we have a recent copy of a newsletter from the Jimmie Rodgers Memorial Association; Center for the Study of Southern Culture; University of Mississippi; University, MS 38677*—J.B.

The ACE renderings

Concerning the art renderings of the ACE 3000-4 and 3000-8 on the inside rear cover of the September issue, I trust your readers will recognize that there is considerable "artistic license" in both renderings, especially in the 3000-8. Also, a safety feature not apparent in the renderings is the forward slant of the cab noses, which incorporate collision shields. The forward slant of the nose shields incorporates current thinking about deflection of objects down and away from the head-end crew in grade crossing incidents.

Regarding the caption on page 67, the ACE 3000-4 design is not restricted to "high speed," but is designed to the same speed/pull, dynamic balance and train-track-dynamics envelope as current-generation, high-adhesion four-axle diesel locomotives.

W.L. WITHUHN
Smithsonian Institution
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The ACE 3000

About BN 3810: I think they've gone beyond − and + in regards to steam locomotive wheel arrangements. How about ÷? Or perhaps the tilde (the funny thing over some Spanish n's that I don't have on the keyboard here)? Maybe 4−4:4−4+4−4:4−4 or 4−4/4−4++4−4/4−4, or even 2222222222222222. Or 32. The thing looks like the result of a dark night in the bushes for EMD and Beyer-Garratt.

GEORGE DRURY
Milwaukee, Wis.

"Company Doctor"

I am trying to find some information on an article that was published in one of the old *Railroad* magazines. The title was "Company Doctor" by John Norwood, and I believe it was published in the mid to late 1940's, possibly 1947.

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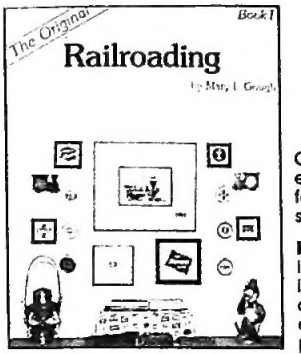

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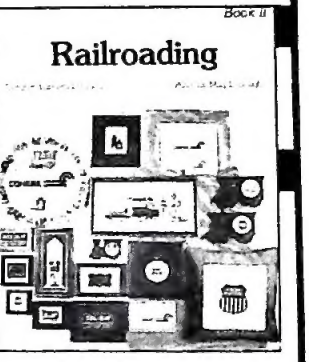

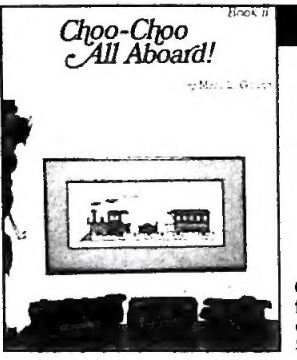

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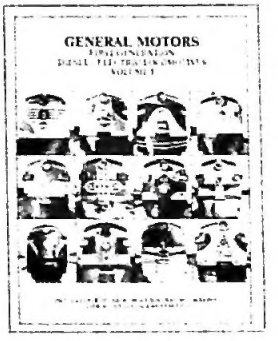

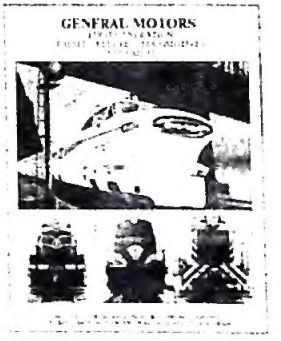

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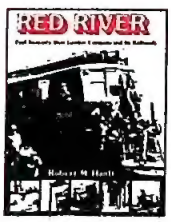

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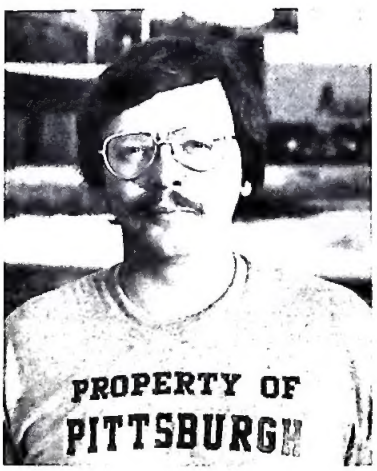
⊂ *The article doesn't appear in any index we have. Can any of you readers help?*—J.B.

We'd like you to meet...



Doug Edwards

Doug Edwards should be well qualified to co-author an article on the Akron & Barberton Belt, since as a lifelong resident of Barberton, Ohio, he took his first railroad photos of the A&BB yard and Baldwin 28 with an old 127 Brownie. He was born in 1949 and grew up along the Erie, B&O and Pennsy main lines where they ran side-by-side through Barberton. His interest in trains started about age six with a Lionel set, and soon after followed a "large HO layout that grew and grew." As a teenager he spent many hours on a hillside just watching trains—especially the many passenger trains that ran through Barberton in those days. The Brownie that he broke in on the A&BB was soon replaced with an Instamatic.

Doug graduated high school in 1968 and shortly thereafter enlisted in the Army. Returning to Barberton after the Army, Doug went to work in the warehousing division of Nobil Shoe Company, and in 1973 he married Joanne—no relation to the A&BB SW1500. About this time he became very interested in photography and began combining his two hobbies—since then he has worn out two 35mm cameras. He is presently using a Canon AT-1 and a Pentax and prefers Kodachrome 25 or 64 for color work and Plus X for black & white.

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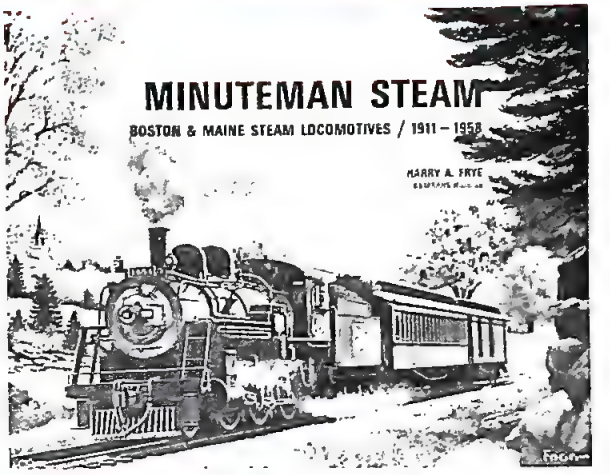

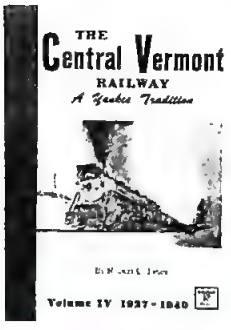

THE CENTRAL VERMONT RAILWAY, by Robert C. Jones

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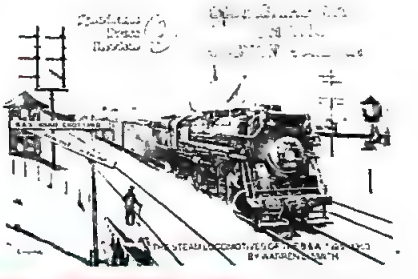

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In July 1979 his family increased by one with the arrival of a little railfan named Doug, who's now four and enjoys chasing trains with Dad but would rather ride the cab if given the opportunity. Daddy Doug will photograph anything that looks like a train—big, small or otherwise—though short lines, industrials and passenger trains are his favorites. He had particular affection for the *Rio Grande Zephyr* and was able to photograph it as recently as July 1982. With the Rio Grande, BN and CP being his favorite big roads, he asks, "Does it seem I live in the wrong part of the country?"

That question was repeated in a more serious vein when Nobil closed down its Barberton operations and moved to Endicott, N.Y., leaving Doug without a job. He has been catching up on some work around the house and doing freelance advertising photography while looking for work in an industrial area that has been hit particularly hard by the recession. He has relatives in the Denver area and is considering a move there if employment opportunities in the Barberton area don't develop—and the Rio Grande and BN would be a lot closer! Meanwhile, he just had a wild stroke of good luck when he won in a contest the perfect railfan vehicle: a 1984 Ford Broncho II with four wheel drive. It will be great for chasing trains, and Doug considers few things more enjoyable than a long weekend spent railfanning with good friends—which is what one would expect of someone who's been known to spend an entire day in 100° heat on Roosevelt Road bridge in Chicago, or a day freezing in Canadian snow near Toronto or even drowning in the rain of Buffalo.

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Roger Durfee

The Erie Railroad marked complete dieselization in 1954, the year Roger Durfee was born in Akron, Ohio. He notes that it didn't take him long to develop an interest in anything involved in transportation, especially trains. As he explains, "several trips as a child by train to see relatives in Georgia helped feed the fire, and a father willing to stop just so I could watch a train go by didn't hurt, either." By the time he graduated from high school in 1972—and acquired

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his own transportation—there was no turning back. "With my trusty Instamatic and the *Diesel Spotter's Guide* in hand, I ventured out in search of trains outside of Akron. Most early jaunts were to such places as Youngstown and Cleveland to record 'foreign' roads and more of my favorite, Erie Lackawanna."

It wasn't long before the Instamatic gave way to a 35mm Pentax, and with the help of railfan friend Bill Rettberg from Baltimore, Roger's photography improved. His current hardware includes a Canon AT-1 with a winder and assorted lenses for shooting slides and a pair of Pentaxs for black & white. He enjoys the flexibility of doing his own black & white darkroom work; as he puts it, "the enlarger is like another camera." He has had both b&w and color photos published in R&R and *Rails Northeast* and was a participant in the "Follow that *Jet*" article in the May 1982 R&R, along with Doug Edwards, his co-author of the A&BB article in this issue. Slide trading through the mail has become a big part of Roger's hobby, and he deals regularly with other fans in the U.S. as well as those from Canada and as far away as Australia.

The EL is Roger's favorite railroad, and he's a member of the EL Historical Society. He prefers main line action on a busy road but also likes the exotic power found on smaller lines and tries to make at least one trip a year to Canada.

Roger is presently employed with United Parcel Service as a package car driver and has been with UPS since 1973. He has been attending the University of Akron part time for ten years working towards a Bachelor of Fine Arts Degree in drawing and photography. He met his wife, Jan, in the photo department of the local store that supplies most of the Akron area's railfan film needs, and they have a son, Christopher, a year old in December 1983, who might be considered a good candidate for becoming a railfan—he's already made an Amtrak trip to Florida and back at age four months!

Being raised in Akron, it isn't surprising that Roger is also interested in lighter-than-air craft, having watched many of the Navy and Goodyear blimps that visited or called Akron home. He enjoys drawing and painting and hopes to get into more railfan art in the future. As he sums up his hobby, "I guess the one thing I like most about railfanning is the travel and the chance to see new places and meet new people. Many good friendships have developed over the years with both railfans and rail employees."

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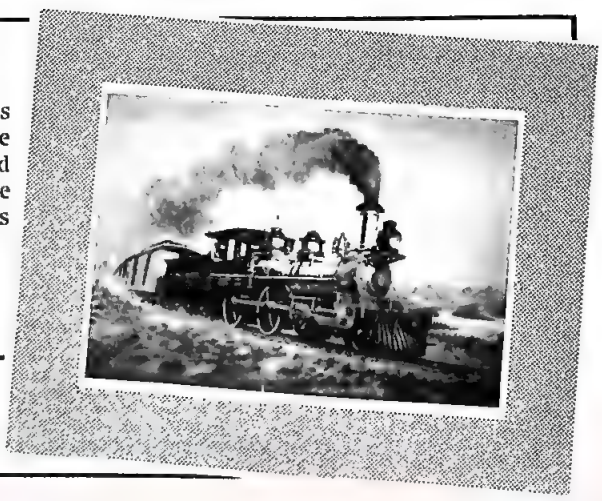

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Timetable

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RAILFAN EVENTS

NEW YORK, NEW YORK, December 3. Excursion to the Strasburg Rail Road via Amtrak and bus from Penn Station, New York. Ride steam-powered Strasburg train, visit Railroad Museum of Pennsylvania and Toy Train Museum plus smorgasbord dinner. $45 covers all. Contact: New York Division RRE, c/o Warren Smith, P.O. Box 1366, Bayonne, NJ 07002-6366, or call Quadrant Press, 212/819-0822, Tuesday through Saturday 12:30 to 5:30 p.m.

FARMINGDALE, NEW JERSEY, December 3, 4, 10, 11, 17 and 18. The New Jersey Museum of Transportation, Inc., operates the "Christmas Express" on the narrow gauge Pine Creek Railroad in Allaire State Park. Steam and Santa each day from noon to 3:00 p.m. Fare $1 per person. Located on Route 524 in Wall Township, one mile east of I-195 Exit 31, two miles west of Garden State Parkway Exit 98. Contact: New Jersey Museum of Transportation, P.O. Box 622, Farmingdale, NJ 07727 (201/938-5524)

NORTH FREEDOM, WISCONSIN, February 18-19. "Snow Train '84" at Mid-Continent Railway Museum featuring steam operations including—weather permitting—rotary snowplow and special consists. Contact: Mid-Continent Railway Museum, North Freedom, WI 53951, or call 608/522-4261.

GOLDEN, COLORADO, year around. The Colorado Railroad Museum is open every day except holidays year around with the largest railroad displays in the Rocky Mountains. Hourly buses from downtown Denver stop in front of the museum Monday through Friday. The museum is located at 17155 West 44th Avenue in Golden. Mailing address: P.O. Box 10, Golden, CO 80402.

CINCINNATI, OHIO, August 29-September 3, 1984. NRHS National Convention to be held in Cincinnati with main line steam excursions on CSX and NS lines plus Whitewater Valley R.R., the Dayton trolleybus system and local railroad tours. Headquartered at Stauffer's Cincinnati Towers. Also a full schedule of family activities. Cincinnati Chapter NRHS will make details available in spring 1984.

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AUSTRALIA AND NEW ZEALAND, 23 days in September for diesel and electric railways plus steam excursions. Departs Los Angeles.

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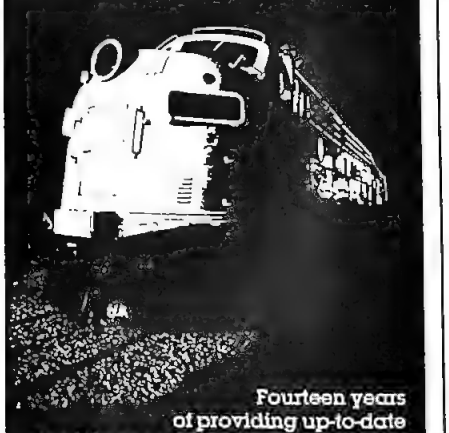

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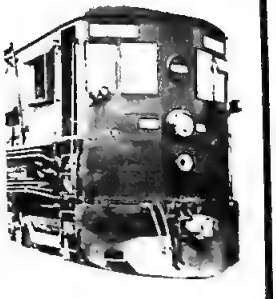

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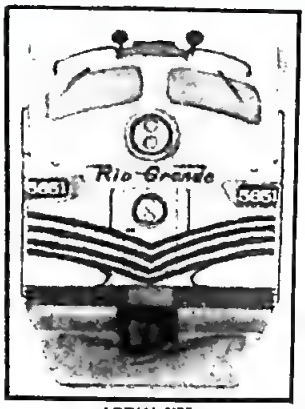

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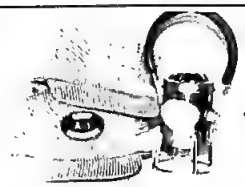

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CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650; 609/586-4664, has the following tours scheduled. Contact them for full details:

SWITZERLAND, Feb. 11-18. Railway Travel & Photography "winter wonderland" tour.

FAR EAST, Feb. 3-26. Steam in Phillipines, Malaysia and Indonesia with Railway Travel & Photography.

EAST GERMANY, February. Steam in the snow; at least four classes of steam on Intraflug private train tour.

FRANCE, March. Alsace-Cote d'Azure Steam Special with 2000 km of steam and visit to "Exporail" in Nice.

HUNGARY, April. Intraflug chartered train with 1500 km of steam using all available classes (seven expected).

SOUTH AFRICA, May 18-June 11. Everything from two-foot gauge to the Blue Train on Railway Travel & Photography tour.

SOUTH AFRICA, April 6-22 or May 25-June 17. Two chances to join other fans chasing steam with experienced leader from Railway Travel & Photography.

TURKEY, May. Tour eastern Turkey in private sleeper and diner equipped steam train by Intraflug.

EUROPE, June 1-14. Railway Travel & Photography scenic tour of France, Switzerland, Germany and Holland from steam tram to TGV.

SCANDINAVIA, June. Woodburners in Finland and steam in Sweden under midnight sun with Railway Scene and Intraflug.

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GREENBERG'S GREAT TRAIN, DOLLHOUSE MINIATURE & TOY SHOW to buy/trade/sell railroadiana and model trains of all gauges, plus movies, operating model layouts and displays, will be held at the following locations and dates (all 11:00 a.m. to 5:00 p.m., admission $3.50 per day, children under 12 free with adult, sales space $35 for both days):

Timonium, Maryland, Dec. 10-11. Maryland State Fairgrounds, I-83 Exit 17 (Padonia Road).

Philadelphia, Pennsylvania, Feb. 4-5. Philadelphia Civic Center, I-76 and Schuylkill Expressway to South Street Exit and follow signs.

Pittsburgh, Pennsylvania, Feb. 25-26. Pittsburgh Expo Mart at Monroeville Mall, Penn Turnpike Exit 6, then two miles west on U.S. Business 22.

For further information contact: Greenberg Publishing Co., 729 Oklahoma Ave., Sykesville, MD 21784, or call 301/795-7447.

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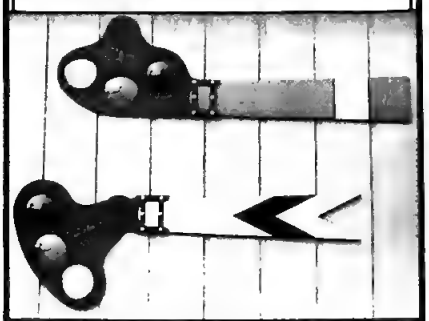

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NIAGARA FALLS, NEW YORK, December 3-4. Toy Train Collectors Society Train Show, Sale & Swap Meet at the Niagara Falls Convention Center on Fourth Street from 11:00 a.m. to 5:00 p.m. each day. Admission $1 for adults and 50¢ kids under 12. Contact: Terry Lemieux, 267 69th St., Niagara Falls, NY 14304 (716/283-0047)

ALBANY, NEW YORK, December 11. Capitaland Train Meet at Polish Community Center, Washington Ave. Ext. from 10:00 a.m. to 4:00 p.m. Tables $10 in advance, $12 at door. Admission adults $1.50, kids under 12 75¢. Contact: Len Wolter, P.O. Box 3300, Schenectady, NY 12303 (518/372-9124).

WHISTLE STOP TRAIN SHOWS spnsored by the Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; 216/476-0456, and featuring railroadiana, artwork, memorabilia, books and model trains of all types and gauges will be held at the following locations and dates:

STRONGSVILLE (CLEVELAND), OHIO, December 17 and 18. "Second Annual Christmas Show" at Holiday Inn, I-71 and Route 82. Both days 10:00 a.m. to 5:00 p.m. Admission $1, family $3.50. Free parking.

PEORIA, ILLINOIS, January 15. Model Railroad & Railroadiana Swap Meet hosted jointly by River City Railroad Club and Illinois Valley Railroad Club at the Peoria Community Workshop and Training Center, 3215 North University behind Wendy's restaurant. 11:00 a.m. to 4:00 p.m. Continuous slide show and operating layouts. Donation $1, kids under 13 free with adult. Tables $5 in advance, $6 at door. Contact: Roger Kujawa, 1612 W. Columbia Terr., Peoria, IL 61606 (309/676-8382).

HOPWOOD, PENNSYLVANIA, January 28. Steel Valley Train & Miniature Show at Hopwood Fire Hall on Route 40 from 11:00 a.m. to 4:00 p.m. Admission $3, kids under 12 free, 10% discount to senior citizens. Contact: Catherine Daum, 5247 Colewood Drive, Pittsburgh, PA 15236.

JACKSONVILLE, FLORIDA, February 4. Southeastern Railroadiana Collectors' Fifth Annual Railroadiana/Model Train Sale & Trade Show at the Holiday Inn Jacksonville Airport, I-95 at Airport Road, from 9:00 a.m. to 4:00 p.m. Admission $2, tables $15. For information send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

CLARK, NEW JERSEY, March 11. "Rail Bazaar '84" hosted by the Jersey Central Chapter NRHS at Mother Seaton High School, Garden State Parkway Exit 135 at Clark Circle, 9:00 a.m. to 4:00 p.m. One of the biggest in the East with railroadiana, models, rail photos/slides, books and antiques for sale & swap plus free movies and slide shows, model demonstrations, door prizes and refreshments. Adults $2.50, kids under 12 free; family maximum $5. Contact: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066; 201/561-5225 (evenings).

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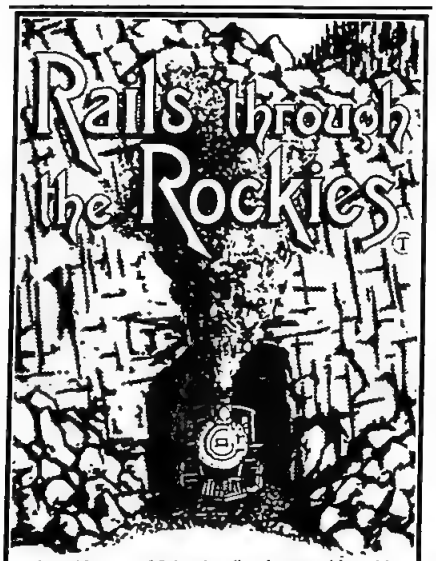

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Railroadiana

What's new?

Tom Kneitel has authored the *Rail-Scan Directory of Railroad Scanner Frequencies,* a jam-packed 68-page 8½" x 5¼" softcover that differs from other scanner directories in that it lists an unbelievably wide variety of rail-related radio users—like the Farmers Union Central Exchange of St. Paul, FCEX, which owns seven hoppers and tank cars and uses frequency 154.57—in addition to railroads themselves. While much of this data may be of minimal interest to the casual fan, it is a good, accurate and complete rail listing and may present some surprising local listening opportunities, especially for someone with a programmable scanner. It includes industrial, logging and mining roads; traction and municipal transit systems; scenic, tourist and miniature railroads; locomotive builders, rebuilders and leasing companies; as well as private car owners and others. The price is $7.95 postpaid (add $1 for First Class mailing) from *CRB Research,* P.O. Box 56, Commack, NY 11725.

Don Heimberger has announced his new book, *Wabash,* scheduled for publication in February 1984. The 300-page 8½" x 11" hardcover tribute to the Wabash Railroad will include an overview of the railroad by former-General Manager E.A. Burkhardt, steam and diesel rosters and photos, maps and artwork. The retail price will be $38.95, but the pre-publication price before February 28, 1984, is $35.95 plus $2.25 postage ($4 postage on foreign); Illinois residents add 5% tax; Chicagoland 6% tax. Available from *Heimburger House Publishing Co.,* 310 Lathrop Ave., River Forest, IL 60305.

The latest in Ron Flanary's "Great Trains of the Southland" series of full-color 16" x 20" lithographs on 100 lb. enameled stock, is a 500-print limited run painting entitled "State Street Engine Change" depicting the Bristol, Va., station with a Southern green-and-gold PA diesel set relieving N&W 4-8-4 611 on the westbound *Tennessean* with an Abingdon Branch 4-8-0 in the background. It's a beauty. The price is $25 postpaid (Va. res. add 4% tax) from *R&W Enterprises,* 1713 Shawnee Ave. East, Big Stone Gap, VA 24219.

Tom Nelligan has put together an attractive 44-page 8½" x 11" softcover book on the tourist-hauling Valley Railroad in Essex, Connecticut. The book gives a history of the line—including some NYNH&H steam views—and covers its development as a highly successful tourist attraction. Heavy coated stock and good photo reproduction make it an attractive book—and Howie Pincus' two night shots are worth the price alone. *The Valley Railroad Story* is available from *Quadrant Press, Inc.,* 19 West 44th Street, New York, NY 10036, for $4.50 postpaid.

The Jersey Central's most famous train, *The Blue Comet,* has been documented in a new 62-page 8½" x 11" softcover book by Joel Rosenbaum and Tom Gallo entitled *The Seashore's Finest Train,* published by *Railpace Company, Inc.,* P.O. Box 927, Piscataway, NJ 08854. The book document's the train's history and studies its equipment in detail, including a plan of the dining car and a chapter on modeling the train in HO scale. There are also fine reproductions of timetables and advertising material. The price is $9.95 at hobby shops or from Railpace. Mail orders include $1 for shipping (for UPS shipping include a deliverable address—no post office boxes unless you want postal delivery). N.J. residents add 60¢ sales tax.

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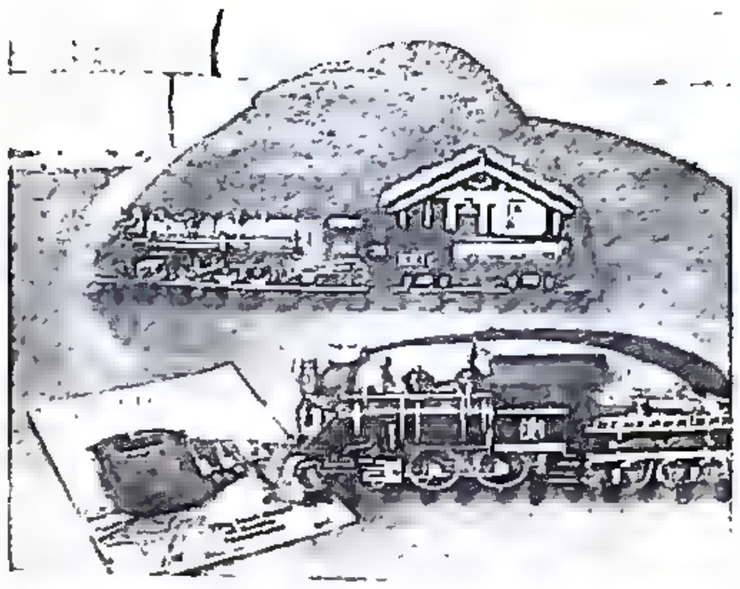
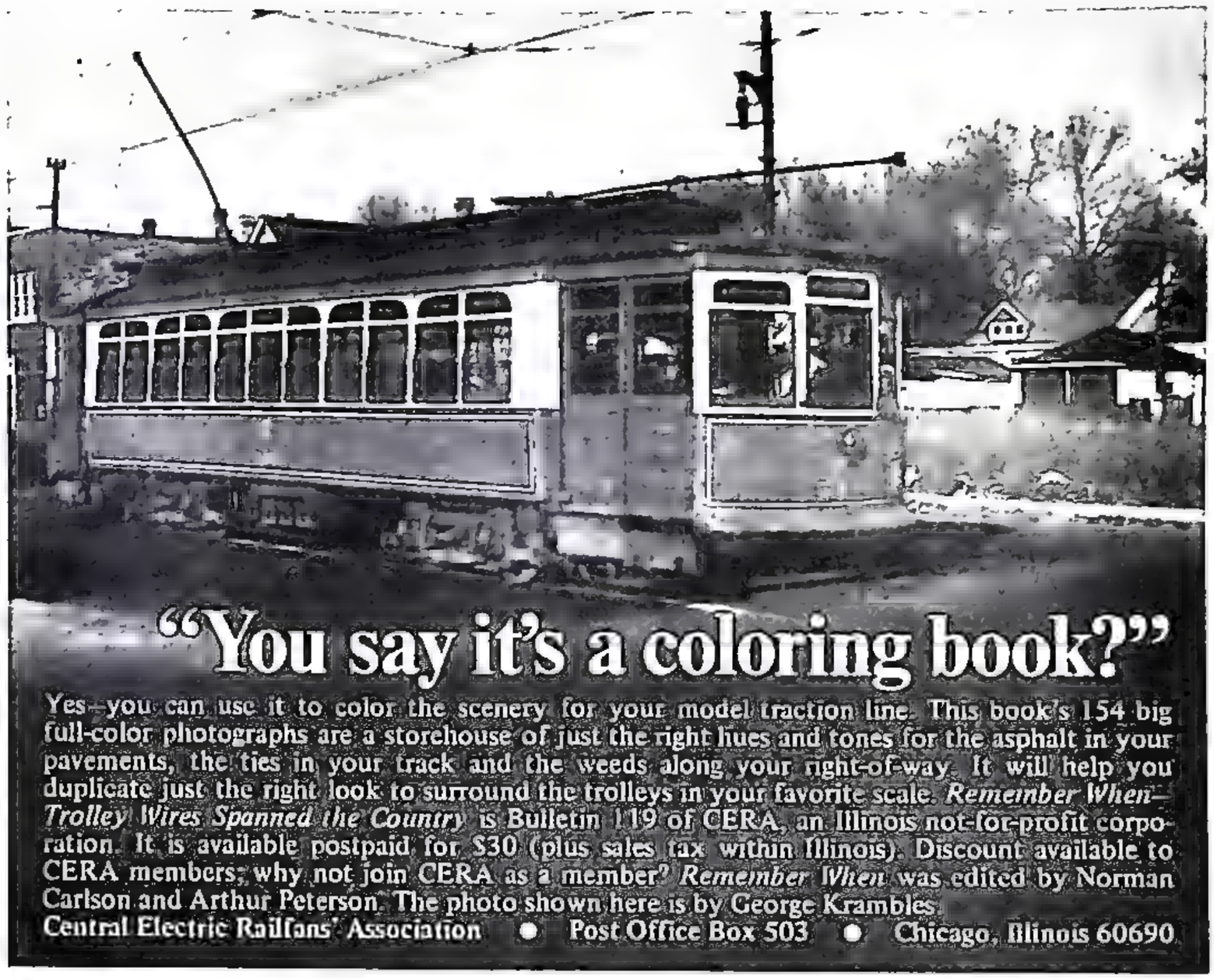


His creations are crafted artwork rather than scale models, and his engines are caricatures rather than replicas. Each one is unique, however, as he strives to make each piece a new adventure. The samples we examined ranged between about 14 and 24 inches in length—the size is determined by the subject itself and the wood he uses for a base. His prices start at about $350, and he will sell from a constantly changing "stock" or work to order. He can be contacted at the above address.

Calendar Call

Some really fine black & white offerings lead off the calendars for this issue. *Westrail Publications* has done it again with what we'd have to qualify as the finest black & white calendar we've seen yet, combining absolutely superb reproduction with quality paper, highly creative layout and a real sensitivity for the subject matter. The oversize 14"×22" folded-out wall format has the date block for each month surrounded with one main photo and a series of accent photos all relating to one topic tied together with a piece of intelligent and interesting text. The January photo of the *Rio Grande Zephyr* in the snow literally jumps off the page, thanks to the Cal Press Graphics 250-line duotone printing and Mel Patrick's photography. Other features are SP U25Bs, a UP directors' special with A-B-B-A E9s, vintage AT&SF Fs in Apache Canyon, CN Fs to Prince Rupert where the "green dark forest was too silent to be real," SP's coast line, the Santa Fe snaking around Tehachapi, BN Fs



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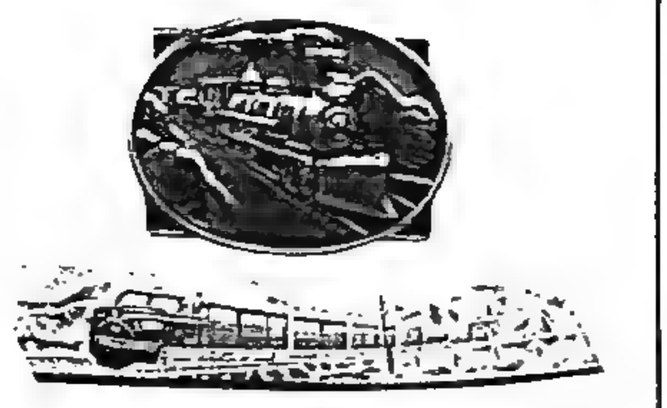

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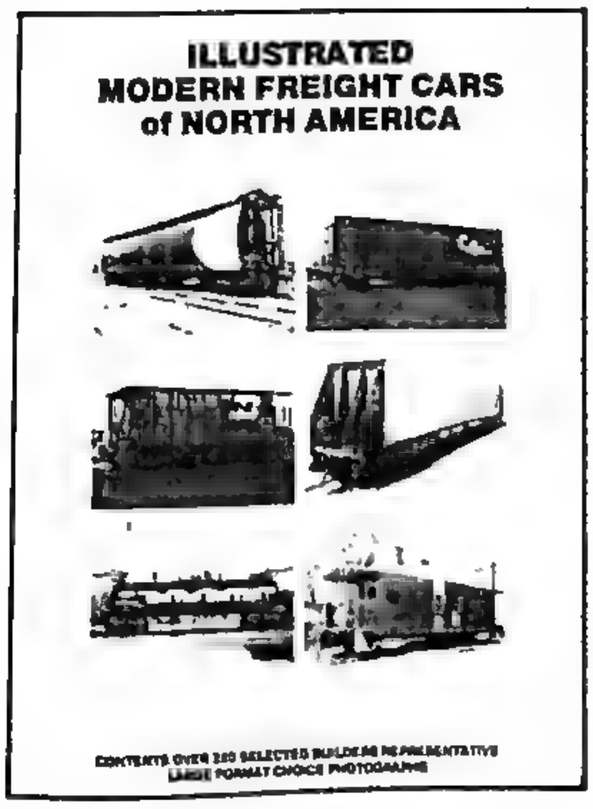

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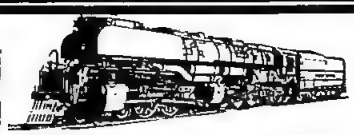

DRAMATIC describes this beautifully detailed full color lithograph print of Union Pacific Challenger 3985 painted by rail artist John R. Doughty, Jr. The thundering sound from 3985 can be felt as it prepares to pass two-tone gray 3977 and 3993 in spectacular Weber Canyon, Utah. Prints are 16" x 20" image size with a 1/2" white border printed on 100 lb. paper. This is quality artwork at an inexpensive price, only $11.95 ea. A limited edition of 50 artist proofs, numbered and signed, are only $25.00 ea. Calif. res. add 6% sales tax. Prints are shipped in a sturdy mailer and come with an information sheet about the engines and location. Please include $2.00 for postage and handling. Make check or money order to:

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and the SP in the desert. Meriting special mention for sheer impact have to be Ted Benson's contributions which include a meeting of the *San Francisco Zephyrs* on Sherman Hill, where their absence today from the historic route is brought home by a new version of the famous verse, "What was it the F40s said; Pilots passing, head-to-head; Meeting on a double track; Half a world behind each back?" His study of the Sierra includes a couple of remarkable night shots, including one from the "dark side," and his December photo of a Western Pacific SW1500 on the San Francisco waterfront may become one of the most controversial rail photos of recent memory as it depicts the last hours of the life of the WP against a background scene of a police team removing a shrouded body from the bay. This is a calendar you won't want to miss, as it showcases some of the very finest in railfan graphics and journalism being done today. The price is $7.95 postpaid from *Westrail Publications*, Box 300, Glendora, CA 91740.

"The Photographer's Railroad Calendar, 1984" from *Darwin Publications*, 850 N. Hollywood Way, Burbank, CA 91505, continues the West Coast dedication to superb work in black & white with its oversize 14"×22" folded-out wall calendar featuring the works of Phil Hastings, Dick Steinheimer, John Gruber, Doug Harrop, Ron Hill, Jeff Brouws, Dave Stanley and others. Excellent reproduction and layout on high quality stock do justice to such photographic works as Hastings' classic interior of a CNR steam-era caboose; S.R. Bush's SP rotary snowplow on Donner; Pat Barry's UP 3985; Mel Patrick's GM&O GP35 at night at the Sparta, Ill., depot (the town where R&R is printed); and Steinheimer's D&RGW Fs at night. Also featured are some fine views of a snowplow operation in Japan and 2-10-0s in Greece. This excellent calendar will be limited to 2000 copies and is available postpaid for $7.50.

The biggest calendar of the year is the "1984 All Pennsy Calendar" from *Audio-Visual Designs*, P.O. Box 24, Earlton, NY 12058. It features individual 16"×22" heavy pebble-grain sheets with a metal clip binder at the top. Each month has one Don Wood PRR scene (and a couple by Phil Buchert) superbly reproduced in roughly 11"×13" image size above the caption and date block. All are in black & white except January, which depicts in full color a K4 at South Amboy, N.J. Included in b&w are M1s, an RS1, T1 duplex 6110, K4s, a GG1, I1, RF16 Sharks, a GP7 on the PRSL and a freshly shopped

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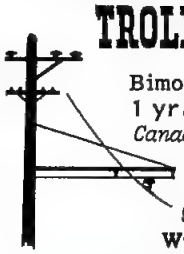

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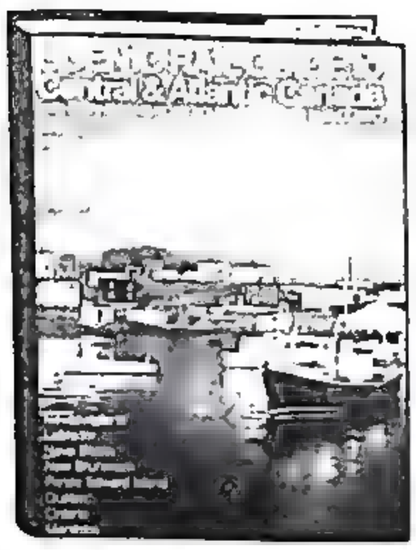

Scenic Rail Guide to Central & Atlantic Canada

Bill Coo's extensively illustrated, mile-by-mile account of all there is to see from passenger trains and connecting road routes from Canada's Atlantic provinces through Quebec and Ontario to Manitoba. Includes Hudson's Bay, Montreal, Toronto, Dominion Atlantic routes, and many more. Profiles, 70 maps in full colour of all subdivisions, including line history, mileage of each junction, speed tables, and abandoned lines. Size: 5" x 8".

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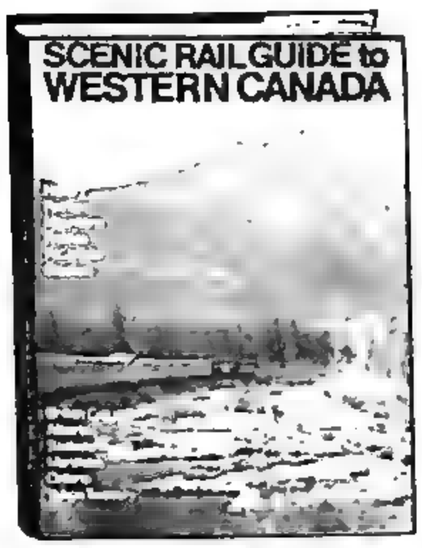

Scenic Rail Guide to Western Canada

Bill Coo's extensively illustrated, mile-by-mile account of all there is to see from passenger trains in Western Canada and Alaska. Includes VIA's *Canadian* from Montreal/Toronto to Vancouver. Profiles, 60 maps, 50 in full colour, of all subdivisions including line history, mileage of each junction, siding and station; origin of station names, location of bridges, tunnels; speed tables. Size: 5" x 8".

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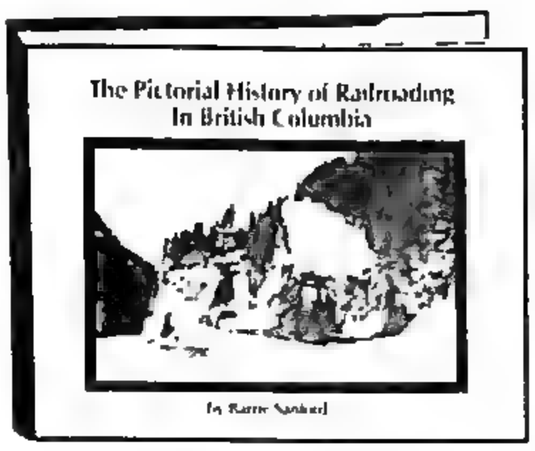

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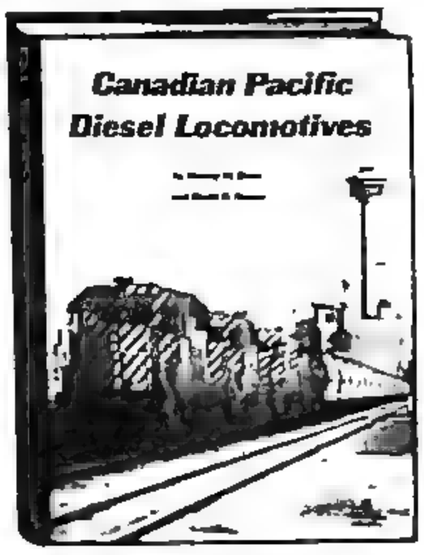

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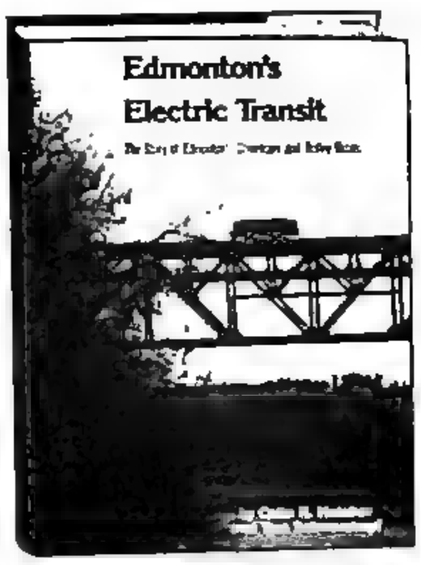

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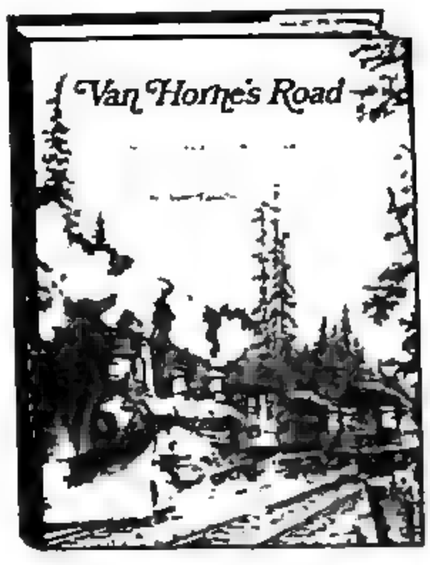

Van Horne's Road

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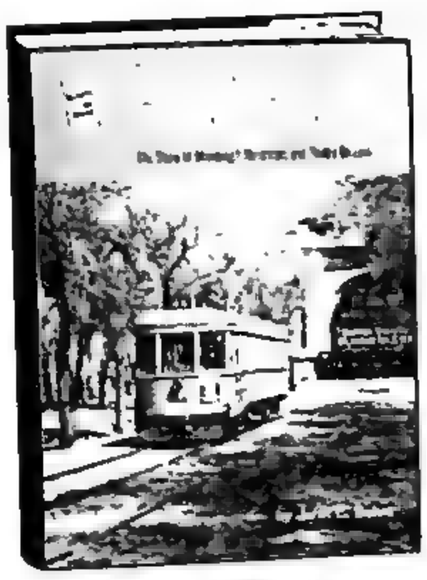

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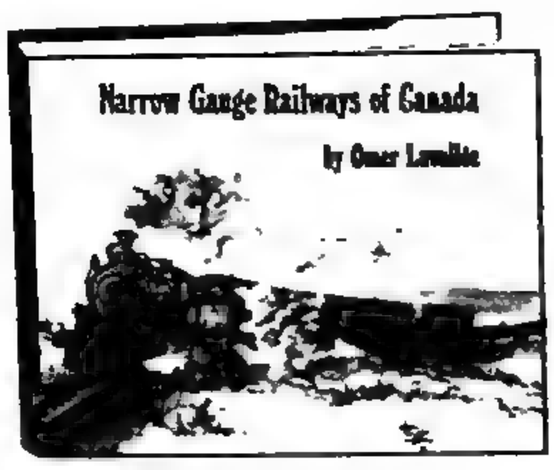

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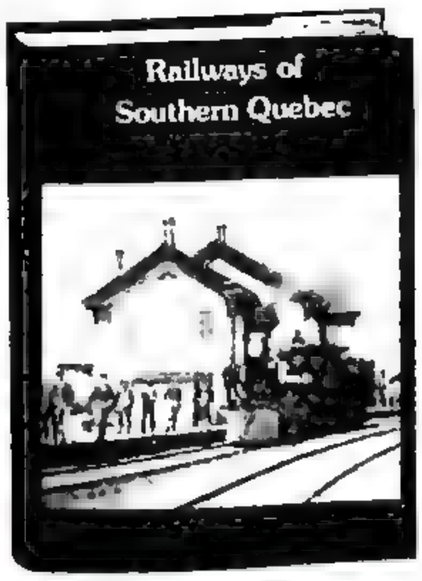

Railways of Southern Quebec

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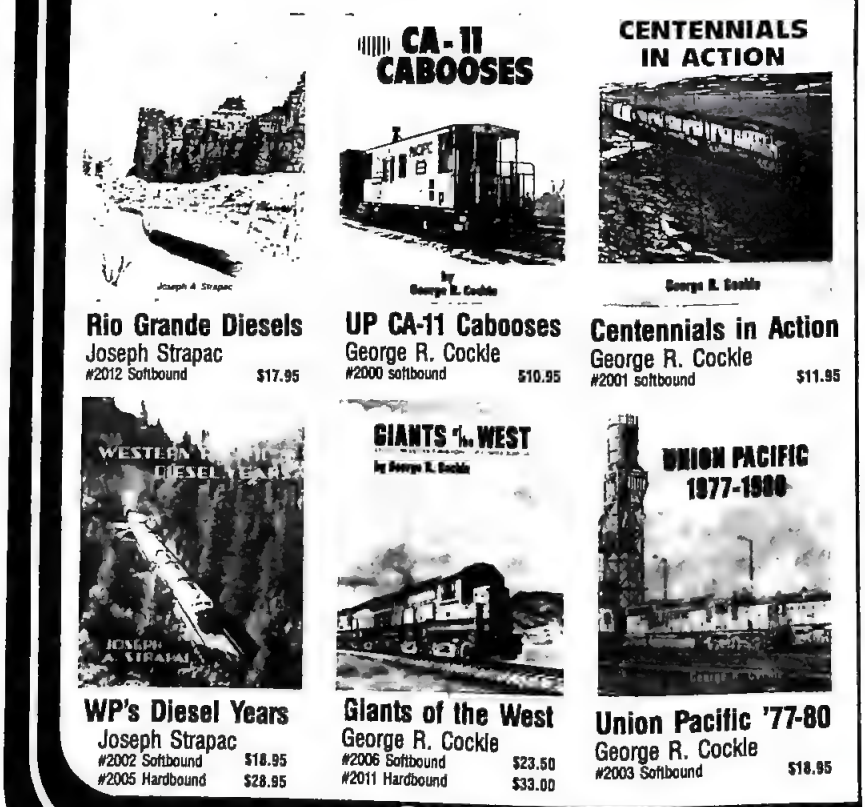
A newcomer to the field of rail specialty historical groups is the *Mountain State Railroad & Logging Historical Association,* which has produced a 1984 11"×17" folded-out wall calendar on heavy gloss stock with a plastic ring binder. It features very good photo reproduction on such exotic subjects as the "largest Shay ever" Virginia Pulp & Paper four-trucker 12 at the Cass depot, a West Virginia Midland narrow gauge 4-6-0, a Cairo & Kanawha narrow gauge Climax on a mixed train, and scads and scads of Shays of all descriptions in working environments. It's a nice effort at a good price, $4.00 plus 85¢ postage available from MSR&LHA, P.O. Box 289, Denville, NJ 07834.

A beautiful color cover shot of the Yakima Valley Transportation GE steeple cab highlights the "1984 Inland Empire Railroad Calendar" from the *Inland Empire Railway Historical Society,* P.O. Box 5334, Spokane, WA 99205. This 11"×7" folded-out wall calendar has black & white photos inside of an NP Mike and 4-8-4 doubleheaded, a UP 2-8-2 on a huge timber trestle, BN SD40-2s, a brand new GN 2-8-8-2, a tie plant Heisler, Milwaukee GP9s, Spokane Coeur d'Alene & Palouse boxcab freight motors, NP 4-8-4 2626, an LA&SL 2-8-2, a GN O-1 2-8-2, a Spokane United trolley and a WI&M 4-6-0, along with some other subjects. The black duotone printing used on this calendar gives noticeably better reproduction than they've had in past years. The price is $5.00 postpaid.

A fine color shot of a pair of NKP PAs in action heads up the 1984 calendar from the *Nickel Plate Historical & Technical Society,* Special Projects, 701 Greenlawn Ave., Ft. Wayne, IN 46808. This 11"×17" folded-out wall format calendar features black & white reproduction ranging from fair to very good on Nickel Plate related subjects including RSD12s in the snow, doubleheaded W&LE/NKP 800-class 2-8-4s, a 4-6-4, 2-8-4 756, a 4-6-0, W&LE/NKP 2-6-6-2 and 2-8-4, PAs, a W&LE 2-8-0, an NKP 2-8-2 at speed, Geeps in the old pinstripes, a 2-8-2 on passenger and Berks meeting on the main line. The price is $3.50 postpaid.

Another handsome color photo of a red Laurel Line interurban in Scranton, Pa., adorns the cover of the "1984 Railway Calendar" put out by the *Lackawanna & Wyoming Valley Chapter NRHS,* Dept. CC, P.O. Box 1152, Scranton, PA 18501. The rest of the 8½"×14½" folded-out wall calendar has nicely reproduced black & white photos of area steam, diesel and electric scenes including DL&W 4-8-4s, a Wilkes-Barre Railway Brill streetcar, a fascinating view of the D&H gravity railway yard at Carbondale in 1895, the D&H Bicentennial U23B on a campaign train, CNJ RS3 and SD35, NKP 2-8-4 759 on a fantrip and a number of other traction scenes. The price is $3.50 postpaid.

Heavy paper and extremely fine photo reproduction characterize the "All Aboard 1984" calendar from the *Erie Lackawanna Historical Society, Inc.* This black & white 11" × 17" folded out wall calendar with wire binder features action views of Erie, DL&W, EL and NYS&W passenger trains including a night shot of the *Phoebe Snow* obs, Erie Pacifics on commuters and a milk train, an NYS&W 4-6-0 with Stillwells, a DL&W 4-6-2 and Es, Fs, PAs and Geeps in a variety of situations and paint schemes. It is available for $4.95 postpaid from ELHS, c/o Harold



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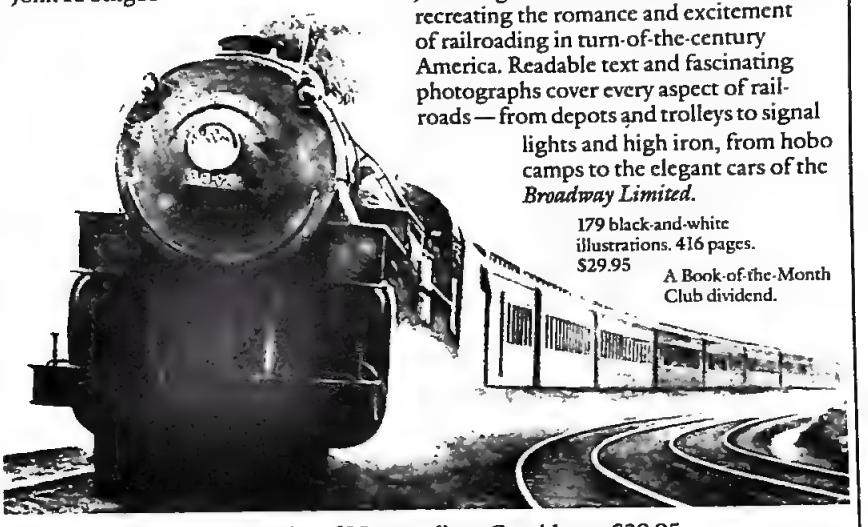

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Palmerston, Ontario on August 1, 1957 - Jim Shaughnessy photo

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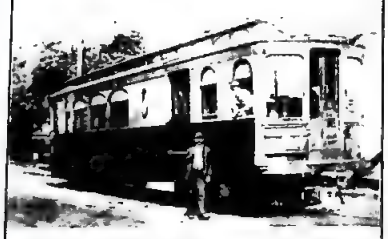

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Traction Publications by Joe L. Diaz

ELECTRIC RAILWAY PIONEER, Interurbans Special No. 84, by Harre W. Demoro. This is a 128-page, 8½"×11", hardbound book is subtitled *Commuting on the Northwestern Pacific, 1903-1941.* The background history of the building of a standard gauge electric suburban railway over an existing narrow gauge steam railway is told here in detail and clarity, with excellent photographic coverage.

The new operation organized in 1902 as the North Shore Railroad was truly a pioneer. The North Shore installed a signal system using alternating current circuits, and this was the design which in 1904 allowed New York City's first subway line to operate trains on short headways safely and very successfully. There were other innovations, too involved to be dealt with in a brief review, but important to everyone with a desire to learn about the basics of electric traction. In addition to detailed coverage of the railway's equipment—and it certainly is fascinating from beginning to final years—there is a well illustrated chapter titled, "The NWP Ferries: Across the Bay by Private Club."

Written in an interesting and very readable style with good attention given to every facet of the railway and its operation, this is a volume that we will continue to enjoy. It is available at $24.95 plus $1.50 postage and handling from *Interurban Press,* P. O. Box 6444, Glendale, CA 91205.

UNION STREET RAILWAY, *Transportation Bulletin No. 85,* by O.R. Cummings, edited by Roger Borrup. This is an 86-page, 8½"×11" hardbound, book covering in detail the history and operations of streetcars in New Bedford, Massachusetts. The outstanding combination of O. R. Cummings and Roger Borrup has once again produced a detailed and very interesting illustrated study of a New England street railway operation. In 1872 the population of New Bedford was approximately 22,000 and growing rapidly, and a street railway was seen not only as a public accommodation but as a symbol of municipal progress.

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There is a two page fold-out, one side showing the horsecar lines, the other side a 1930 trackage map. Operational events over the years, are described, and fares and finances are detailed. While there is no equipment roster, many facts and details of the cars are given. This volume is available at $15.00 the copy from *Trolley Incorporated of Greater New Bedford*, P. O. Box A-2057, New Bedford, MA 02741.

Book Reviews

A Northwest Rail Pictorial, by Warren W. Wing, published by Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020. 160 8½" × 11" pages, available in both hard and soft-cover versions.

This is a book of truly remarkable images. In addition to the views one would expect from the title of NP 4-8-4s, GN 2-8-8-2s and Milwaukee boxcab electrics in the 1940s and 1950s, this book delves into collections

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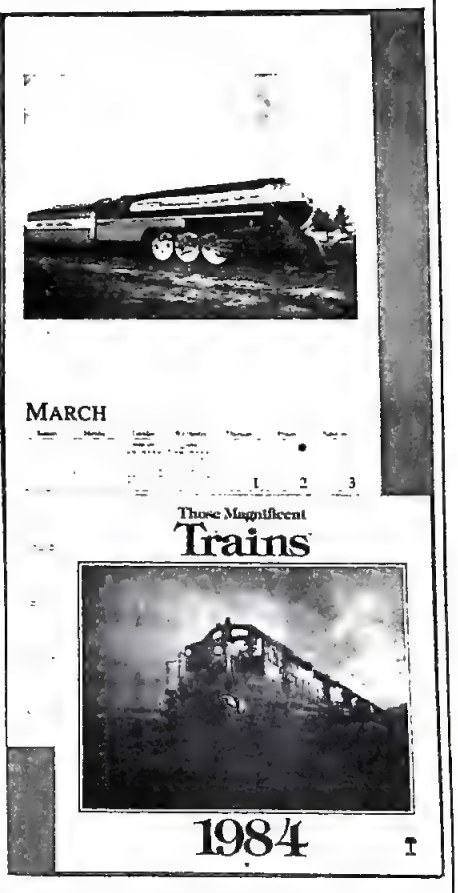

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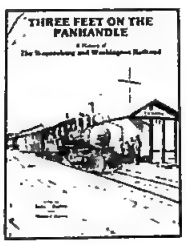
of photos dating through the 1920s and 1930s to present unexpected subject matter with amazing clarity. You'll see NP slide-valve compounds on Stampede Pass and GN 4-4-0s on the Salmon Bay drawbridge—complete with a huge "Rocky" goat herald on the bridge counterweight. Even the oldest of the photos are of fine quality and benefit from uniformly superb reproduction—there's not a really bad halftone in the entire book. Author Wing and book designer Mike Pearsall resisted the temptation to include "that priceless shot even though it's a bit muddy," and filled the book with quality photos.

The focus of the book is the author's home turf around Seattle and Tacoma, and he combines a modest sampling of his own work with the collections of other area photographers—most notably, the awesome and generally untapped material of James A. Turner. Turner was railfanning the mountains and coastlines of the region with professional quality equipment throughout the 1920s and 1930s, and he recorded the rail operations with a real eye for scenes and scenery as well as trains. There's lots of surrounding detail with bridges, depots and mountains to put the trains into working context.

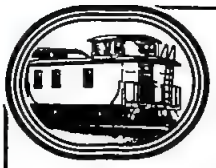
And the coverage includes a pleasant mix of topics, with small "chapters" concentrating on places (In the Mountains, Salmon Bay Bridge, Interbay, Black River Junction, etc.) a short line (Pacific Coast Railway), and even interurbans. The photos range from the 1920s to contemporary Amtrakers—though diesels, both first and second generation, make up a very small percentage of the material. This is predominantly and appropriately a steam book, although you'll find FTs, GN and Milwaukee electrics and gas-electrics as well. It's the steam power that endears, from NP 4-6-0s to the "Timken" 4-8-4, an antique GN 2-8-0 to 2-8-8-2s, and Milwaukee 2-8-0s to a bizarre 2-6-6-2 with Coffin feedwater heater and an all-welded tender—and don't forget the delightful little buckets on the Pacific Coast Railway.

The few maps included are helpful but a bit amateurish compared to the clean and professional layout of the rest of the book. All photos are large without being overdone, and the layout is pleasing with caption information brief but adequate. One or two photos develop an unfortunate relationship with the page gutter, which slices through a couple of engine fronts, and the one big overall map slaps the gutter right through the edge of the Seattle area, rendering the whole thing almost unreadable to an outlander. But this is a minor irritation in an otherwise superb book at a very attractive price. The softbound version sells for $15.00, while the hardcover is $25.00—J.B.



Three Feet on the Panhandle, by Larry L. Koehler and Morgan J. Gayvert, published by Railhead Publications, 1308 Harrison Ave., S.W., Canton, OH 44706. Hardcover, 208 8½" × 11" pages; $29.95.

The "Panhandle" in the title refers to the old Panhandle Division of the Pennsylvania Railroad. *Narrow gauge* Pennsylvania Railroad? Yes, indeed! Some thirty miles southwest of Pittsburgh is "Little Washington", Washington, Pennsylvania, northern



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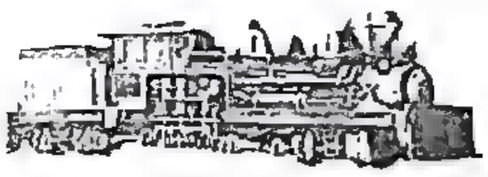

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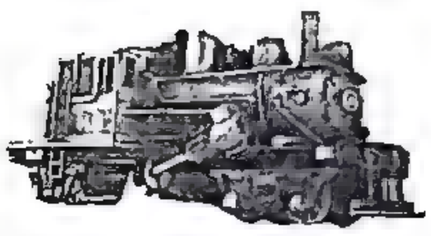

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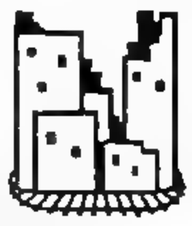

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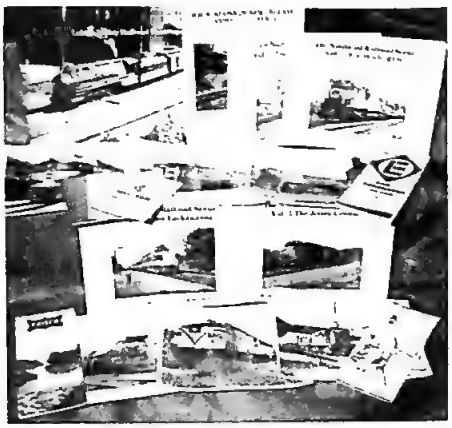

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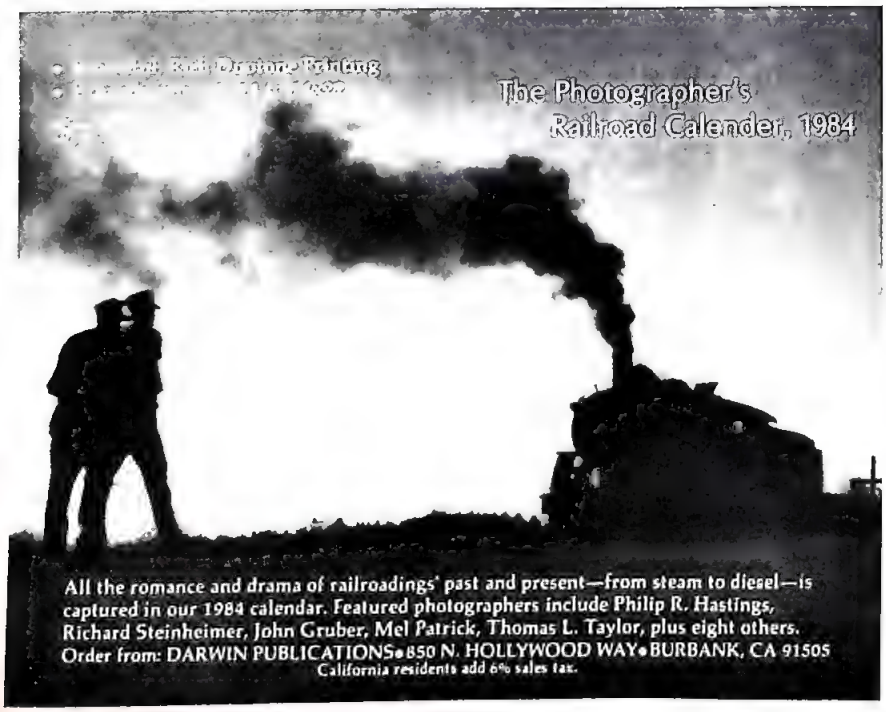

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terminus of the Waynesburg & Washington Railroad, one of two 36" gauge branches of the sprawling PRR. This book is the story of the W&W, affectionately called the "Waynie".

The W&W was an early narrow gauge, completing the 29 miles between its namesake towns in 1877. For a short time after 1879 there was through narrow gauge service all the way to Pittsburgh on the W&W and Pittsburgh Southern. In 1885 the line was sold to the Pennsylvania Railroad, but equipment was not actually lettered and numbered for the Pennsy until 1920.

In this hilly land the route involved hairpin turns and grades as steep as 2.88%. For most of its history the line was powered by a number of nicely proportioned Alco 2-6-0s. The railroad was quite prosperous until the mid-1920s, but in 1933 steam operation was ended. The track remained in place for many years, with rail truck service to 1957 and a track speeder up until the early 1970s!

The book traces the history of the W&W in great detail. Chapters are devoted to construction, expansion, the years of prosperity and the final decline. Operation of the railroad is covered in the chapters on equipment. A section is devoted to each locomotive and each passenger car, and each group of freight cars, and there are beautiful scale drawings of two locomotives, twelve passenger cars, nine freight cars and a delightful four-wheel caboose. Complete rosters are included.

Right-of-way and structures are equally well covered, with numerous detailed maps, yard layouts, and drawings of a dozen stations of all sizes: an incredible wealth of information very professionally presented.

There are many photographs, needless to say nearly all of them unpublished previously. The only shortcoming of the book is the rather flat reproduction of the photos; only those with good contrast printed really well. Since steam operation ended in 1933, the available photography was generally old and of marginal original quality—and much of it had to be copied under less than optimum conditions "in the field" at local museums and from private collections. The publishers did a conscientious job of reproducing this rare but often technically poor material. The good photos are run big, however, and the neat layout gives the book an overall bright and clean appearance, enhanced by all the drawings and maps and Casey Holtzinger's fine full-color cover painting.

This is one of the best books on a narrow gauge or short line in recent years. It is very well written, a pleasant contrast to many recent railroad histories. Anyone interested in the world of small railroads won't go wrong with this book.

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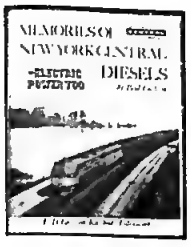

Memories of New York Central Diesels—Electric Power Too, by Paul Carleton, published by D. Carleton Railbooks, P.O. Box 1827, Dunnellon, FL 32630. Hardcover, 208 8½" x 11" pages; $28.95.

Carleton has produced several books on Eastern railroads over the past few years, all of good quality and interesting photo content. This volume, a specialized look at New York Central power, continues the tradition.

While lightning-striped covered wagons seem to dominate at first glance—and who can argue with E-units, PAs and even baby-face Baldwin passenger units and Fs, FAs, C-liners and more Baldwins, Sharks and otherwise, for freight—the full spectrum of the NYC's fascinating diesel roster are presented here in action and roster views. The power is covered from early demonstrators like Alco's "Black Maria" to the NYC's contributions to the Penn Central and Amtrak fleets. Included are motor cars and RDCs along with experimentals like the *Xplorer* and EMD's *Aerotrain*. That "Electric Power Too" on the cover, of course, documents the Detroit, Cleveland and New York City heavy electric operations. Also presented are the NYC's tri-power engines using a combination of diesel, battery and third-rail energy.

The book has some particularly interesting moments when it brings certain locomotives up to date, such as the Sharks going to the D&H and Century 430s from shots of the Alco demonstrators through present operation in Susquehanna yellow and black. Contemporary operations of FL9s, SPV-2000s and m.u.s plus Amtrak F40s and turbos out of New York are also sampled.

The over 400 photos in the book are generally very good, and any that suffer tend to do so from the original print quality. A strong plus is that the majority of the photos are interesting operational views that put the trains in context. The layouts are occasionally cluttered but overall well done and pleasantly accented in places with reproductions of NYC advertising material. In addition to several small area maps, there is a very nice two-page system map. The text by Paul Carleton and Bert Pennypacker is readable and informative, and the captions are ample and literate. Thanks for the "memories"—JOE L. DIAZ.

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Railnews

DESERET-WESTERN RAILWAY Colorado's newest electric railroad nearly lost one of its new electric locomotives before it ever reached home rails. Western Fuels Utah is developing the Deserado underground coal mine in Rio Blanco County ten miles northeast of Rangely, Colorado, to feed the 400-megawatt power station being built by the Deseret Generation & Transmission Association at Bonanza, Utah. The coal will travel by 2.5-mile conveyor from the mine to the railhead of the Deseret-Western Railway, a totally new 33-mile electrified railroad built in 1983 by Railroad Builders of Englewood, Colorado. Like the Black Mesa & Lake Powell in Arizona, the D-WR does not connect with any other railroad.

Two E60 freight locomotives were built by GE, numbered WFU-1 and WFU-2 (see page 2), and shipped in August via N&W and D&RGW to Rifle, Colo., where they were loaded aboard highway trailers for the 90-mile trek northwest to the railroad. On September 20, 1983, 16 miles west of Meeker, Colo., on Highway 64, the movers nearly lost one of the locomotives. They were concerned that the White River bridge might not hold the combined weight of tractor, trailer and locomotive, so it was decided to drive the tractor across and let the trailer and locomotive coast slowly across the sloping bridge using the trailer's air brakes for control. However, as the trailer crossed, a hose on the air brakes burst and the trailer veered into the bridge railing, coming to rest with the locomotive tilted downward at the end of the bridge 20 feet above the water. Cranes were brought in to rescue the E60, and the second engine made it across without incident.

About 40 hoppers are expected to arrive by October, with train operations to begin in November 1983. Coal will be hauled to the plant for stockpiling, as the plant will not go on line until 1985. All encounters between the D-WR and roads are handled on overpasses or underpasses; there are no grade crossings on the line. Bad news for railfans is that the trains are expected to run at night, when the demand for electricity will be down—CHIP SHERMAN.

WESTERN LINES CLOSE As the Deseret-Western was opening up, three other Western mineral lines were shutting down. The U.S. Steel Atlantic City, Wyoming, line with its famous F-units (R&R March 1982) shut down in September when the company decided to supply the Provo mill with pellets from the Minntac facility near Virginia, Minnesota, which has recently been operating at only one-third of its 18-million ton per year capacity.

Kaiser's Eagle Mountain Railroad (R&R September 1983) completed its clean-up operations sooner than expected and ceased operations in September 1983. Meanwhile, in Colorado, the Colorado & Wyoming embargoed its Southern Division out of Jansen (RAILFAN, Summer 1976), and on September 9 pulled all of its equipment back to Pueblo. All mines on the line had been shut down for a year and a half, and the last revenue train carried the remaining coal out of the Allen Mine silos in December 1982. Peabody Coal and CF&I are exploring selling the mines in the area, but for now the Jansen Turns are history.

SANTA FE AND SP It made the national news on September 27, 1983, when Santa Fe Industries, Inc., and Southern Pacific Company announced that they were entering into "a business combination" of their two companies in which each would become a subsidiary of a newly-formed holding company, Santa Fe Southern Pacific Corporation. The $5.2 billion transaction would produce the third largest railroad in the country behind BN and CSX, and the new company was willing to put one of the railroads into a trust to permit the merger of the parent companies prior to ICC approval of the rail merger, if necessary. Chairman and CEO of the new company would be Santa Fe's John J. Schmidt, with SP's R.D. Krebs becoming president and chief operating officer. Both railroads would maintain their respective headquarters in Chicago and San Francisco.

How the railroads would be combined was not outlined, although the elimination of duplicating trackage was acknowledged as being one goal. A following press release confirmed that the Santa Fe's possible purchase of Conrail was still being studied. To that end, a Santa Fe-plus-SP would make a better mate for Conrail than the Santa Fe alone, and after its sale of the Sprint communications network to GTI and its Ticor financial organization to New TC Holding Corp., the SP has on hand nearly $1 billion in cash that could come in very handy in any Conrail purchase move.

Following the merger announcement, the railfan rumor mill went nuts in the first week of October when SP trains began showing up on the Santa Fe's Needles District in California, and Santa Fe units were spotted on the SP in Cajon. No, it wasn't the merger. Floods in Arizona caused the detouring of 14 SP trains from Vaughn, N.M., to Colton or L.A. to get around washed out SP tracks. And the power-hungry SP leased eight Santa Fe units (two C30-7s, an F45, three SD45s and two SD45-2s) which saw service out of Bakersfield and Colton.

MOVIE FILMING An old friend is healthy and back under steam for the first time in quite a while, thanks to the long term work of some dedicated fans and the immediate needs of a movie company. Rails Diversified of Ohio has been working on ex-Reading T-1 4-8-4 2102 for many years in the Brownsville, Pa., roundhouse of the Monongahela Railroad, and she emerged under steam and in authentic Reading livery in late September to strut on a freight consist for Cannon Films in their production of *Maria's Lovers,* starring Robert Mitchum, Nastassia Kinski and John Savage. The filming was done around Brownsville, with one scene in particular using a P&LE Geep (which won't show) to pull the freight consist past the distinctive domed church in West Brownsville adjacent to the P&LE's street-running tracks. The 2102 will be available for excursions being negotiated for the spring of 1984.

Meanwhile, up in Jamestown, N.Y., the Cuyahoga Valley's ex-GTW 2-8-2 4070 was emblazoned with a Burlington Route herald and lettering between August 28 and September 8 for the filming of the new Robert Redford-Robert Duvall film, *The Natural,* which covers the period of 1918-1939 and is based on Bernard Malamud's novel. The train was to represent a setting in the Chicago area, though most of the filming was done in Buffalo.

More fine railroad action is a part of the critically-acclaimed Canadian production of *The Grey Fox* about the legendary train-robber Bill Miner. The British Columbia Provincial Museum's CPR 2-8-0 3716 wears a variety of numbers—and often a slightly silly fake diamond stack—through some great scenes shot on the British Columbia Railway near Kelley Lake. Also featured briefly in the film are British Columbia's 2-6-2 1077 and NP 0-6-0 1070 from the Lake Whatcom Railway in Washington. Most of the filming for *The Grey Fox* was done in late 1980.

MONROE COUNTY At the risk of making light of a serious situation, the developments surrounding the take-over of the former-DL&W New Jersey Cutoff and main line over the Poconos to Scranton, Pa., would probably make a good TV prime-time soap opera called *Monroe County.* It began when that Pennsylvania county (Stroudsburg and the Delaware Water Gap) waged a successful last-ditch effort to save the line even as Conrail was beginning to tear up the track. A deal involving $6.6 million—mostly in federal money—was struck to purchase the line from Conrail, with the pact to be finalized in mid-October 1983. Various operators for the line were sought—but they had to be able to guarantee the $6.6 million debt. At first the D&H was selected from the bidders to operate the line, and stories were abounding about RoadRailers and van trains to a new terminal in New Jersey somewhere near Interstate 80.

This threw a panic into the plans Scranton had for Steamtown, for while the politicans were beating the drums up there, Monroe County had suddenly bought out from under them the 12 miles of track to Moscow, Pa., they'd promised to Steamtown for its main line operation. And the developers of the new luxury Hilton hotel in the elegant old DL&W depot threatened to stop their renovation work if they were going to have "dozens of freight trains" rumbling through the night disturbing the sleep of their guests.

Scranton threatened to block the federal funding if Monroe County didn't guarantee an accommodation for Steamtown—under serious consideration was Scranton purchasing the second track to Moscow of the double-track DL&W main, which was to have only one track saved and one torn up.

Then the feds turned down the D&H as a prime operator, since in its pending acquisition by Guilford Transportation, it could not guarantee the $6.6 million debt. Monroe County then turned to Tucker Lamkin and William Gearhart, who formed Venture Rail, a passenger-oriented group focusing on the potential of passenger service between New York and the Pocono resorts which are ex-

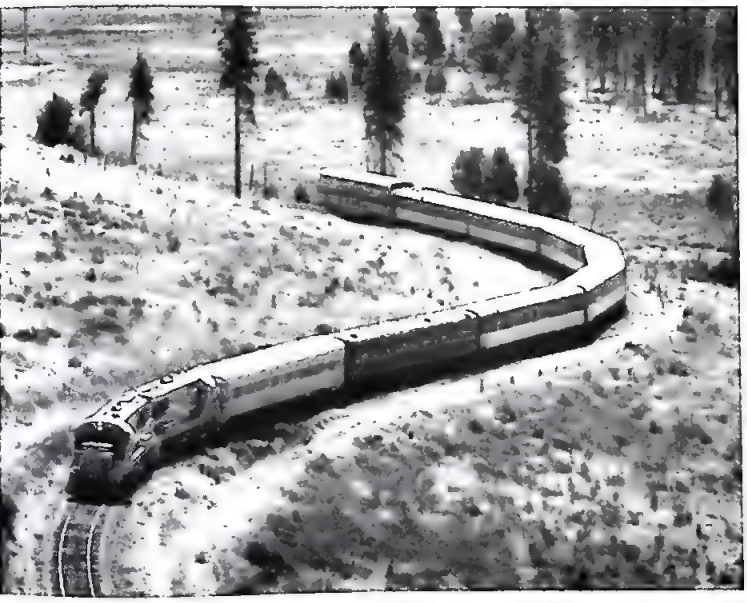
GRANT GEIST

MOVIE FILMING involved a couple of Ohio locomotives recently. The Cuyahoga Valley Line's ex-GTW 2-8-2 4070 was decked out with a CB&Q herald on her tank for filming *The Natural* in Jamestown, N.Y. She's shown here taking water in Youngstown, Oh., on the way back home on September 8. On September 22, Reading 4-8-4 2102 came back to life after overhaul to strut through Brownsville, Pa. (right), for the filming of *Maria's Lovers*.

MARK PERRI

PAUL FUGLEBERG

RANDY NELSON



DEER LODGE, MONTANA, held a festival on August 25-28 with Short Line Enterprises' 4-4-0 to celebrate NP's Last Spike Centennial.

OREGON, CALIFORNIA & EASTERN operated a passenger excursion on September 3 with its rebuilt U25Bs, shown nearing the west switchback.

pected to legalize casino gambling a'la Atlantic City in the near future. They envision running SPV2000s with N.J. Transit crews from Stroudsburg to Hoboken on a regular basis—and believe it or not, they were able to raise the funding to guarantee the $6.6 million that the D&H was unable to do!

Venture Rail then turned to the Morristown & Erie to provide local freight service on the line and still held out the possibility of working out through routing for D&H piggyback trains and a RoadRailer operator. Of course, all of this is hanging in mid-air as of mid-October, since the deadline for finalizing the deal has been pushed back a couple of weeks.

Stay tuned for the next episode.

OREGON, CALIFORNIA & EASTERN On September 3, 1983, Great Western Tours and the Pacific Northwest Chapter NRHS sponsored an excursion on the OC&E out of Klamath Falls, Ore., only the second time an excursion has been run on the OC&E. Power was M-K rebuilt former-U25Bs 7602 and 7603 (re-engined EMD and classified as TE53-1-4-E's) pulling "Sierra Western" cars including three ex-SP *Shasta Daylight* coaches and *Timberline* lounge, and ex-GN coach and diner *Lake Pippin*, and an ex-AT&SF full-length dome, as well as sleeper-lounge *Mt. Hood* in *Daylight* colors and ex-Auto-Train business car 100, *Yerba Buena* in SP *Lark* colors.

DEER LODGE, MONTANA About 3:00 p.m. on August 22, 1883, track gangs of the Northern Pacific closing in from the east and west met at Gold Creek, Montana Territory, near today's city of Deer Lodge, and drove home the last spikes completing the northern transcontinental between Lake Superior and Puget Sound. They kept the news a virtual secret for two weeks, however, until NP President Henry Villard could gather five trainloads of V.I.P. guests—including former-President U.S. Grant—for the "official" driving of the last spike on September 8, 1883. Thus, in 1983, the city of Deer Lodge began its Last Spike Centennial Celebration on August 22, 1983, with the dedication of a historic marker on the Gold Creek Rest Stop on Interstate 90, and wrapped it up with a special commemorative postmark from the Gold Creek post office on September 8, 1983. The majority of the activities, however, were focused on August 25-28, with celebrations in Deer Lodge and the operation—on a stretch of old Milwaukee Road track, no less—of Short Line Enterprises' superb ex-D&R 4-4-0 No. 8, trucked to Montana from the California State Railroad Museum in Sacramento for the occasion. Be-

Railnews

decked with banners, bunting and flags, the 4-4-0 made a fine likeness of the 1883 NP engines. No. 8 operated daily on the Grant-Kohrs Ranch National Historic Site and participated in the Last Spike re-enactments put on by the Utah Golden Spike Players—1883's three hours of speeches were condensed to 25 minutes for the 1983 celebration—PAUL FUGLEBERG.

THE 150TH ANNIVERSITY The Reading Company traces its history back to 1833, and its namesake city held two weeks of celebration of the railroad's 150th birthday in early October with steam excursions hosted by the Historical Society of Berks County, the Reading Company Technical & Historical Society, Pottstown Chapter NRHS and model railroad and retired railroaders groups. The locomotive was George Hart's ex-CPR 4-6-0 972, which has been running out of Jim Thorpe; it was relettered with P&R on its tender, while its canteen got full PHILADELPHIA & READING. The consist was a matched set of vintage Reading commuter cars and one red GULF, MOBILE & OIHO (sic) heavyweight coach. The train made a deadhead move from Jim Thorpe to Reading on September 29, followed by a "moonlight" trip the next evening to Pottsville. On Saturday, October 1, it repeated the Pottsville run in the rain and then ran towards Philadelphia in nice weather on Sunday. The Sunday trip found the 972 northbound at Birdsboro, Pa., meeting the Philadelphia Chapter NRHS's Amtrak diesel "Susquehanna & Reading Special" returning home to Philly after running to Harrisburg via the Atglen "low grade" line and returning on the Reading via Reading. The last round trip out of Reading for the 972 was a sunny October 8 venture to Bethlehem on the old Reading main. She ferried back to Jim Thorpe on Monday, October 10, and became one of the last engines of any kind to use the Bethlehem turntable, which was slated for demolition the following week.

A surprise attraction was the diesel used to tow the train backwards on the return leg of the Pottsville trips (no turning facility at Pottsville). Conrail GP30 2170 was still in Reading green and yellow, and the local railfan group bootlegged a fresh Reading diamond herald onto her nose—not full blown authentic Reading, but not bad!

DAYLIGHT 4449 The new set of flues stacked neatly outside the door of Southern Pacific's Brooklyn Roundhouse in Portland, Oregon, gives you a clue as to what's happening to the 4449 inside. Eight 80-inch driver tires stacked on blocks nearby confirm it: The rebuilding of the famous *Daylight* 4-8-4 for its trip to the New Orleans World's Fair is no casual "fix-up." The locomotive is being thoroughly rebuilt from the ground up. The quarter-million-dollar tab for refurbishing the locomotive has been funded by private individuals and corporate sponsors.

The Pacific Northwest Chapter NRHS and other groups along the line will handle the ticketing for the passenger-carrying trip that is presently planned to depart Portland on May 5 with an overnight stop at Klamath Falls, a day layover in Sacramento, up the Penninsula for another day in San Francisco, down the valley line for an overnight in Bakersfield and another layover in Los Angeles before heading east to Yuma; details beyond are not yet available, and this schedule is preliminary and *tentative!*

The train is anticipated to be twelve cars, and the crew reports that there is already in a warehouse the Imron donated by Du Pont to paint the entire consist in *Daylight* colors at the FMC freight car works in Portland. A Western Pacific GS6 tender will be the basis for a canteen sculpted to match the rounded contour of the 4449's tender—KEN JOHNSEN.

THE TWO BIGGEST Norfolk & Western 4-8-4 611 left the NRHS Richmond convention in July and headed west to former-NKP and Wabash country for an elaborate schedule of trips out of the Chicago and St. Louis areas. Probably her most unusual move was the two weekend trips on the Chicago & North Western from Chicago to Sterling, Illinois, on August 6-7 (see MARKERS). En route to the C&NW over the Indiana Harbor Belt the J smacked her right crosshead bracket on a too-narrow bridge girder, and there were some worried moments before repairs were completed at the C&NW's 40th Street diesel shop.

A week later, while the J was running from Chicago to St. Louis, Ft. Wayne's Nickel Plate 2-8-4 765 was rolling the *Wabash Cannon Ball* excursions for the Bluewater Michigan Chapter NRHS from Pontiac, Michigan, to Montpelier, Ohio, on another portion of the old Wabash using mostly SEMTA commuter equipment. Both big engines got together on August 28 when the 765 was steamed up at Bellevue, Ohio, to greet the 611 that was en route from St. Louis to Columbus, Ohio.

Serious misfortune struck the 611 after successfully completing her September 10-11 Cincinnati-Danville, Ky., trips when a problem developed with one of the firebox circulator tubes. The 611 was shipped dead-in-tow to Birmingham for major firebox work while diesels (SR GP30s first, then the FP7s) substituted on the next couple of trips. Some trips in the Roanoke area were subsequently cancelled, and as of mid-October the 611 was last reported still at Birmingham.

NORFOLK SOUTHERN COLORS? We're getting some rumblings that Norfolk Southern will have introduced their new unified paint scheme by the time you read this. It is reportedly basic black with white lettering and incorporates the NS "Thoroughbred" horse symbol that has appeared in recent advertising.

METRO-NORTH Amtrak has leased its last pair of active E-units, E8s 495 and 497, to New York's Metro-North Commuter Railroad for service to Poughkeepsie on the old-NYC Hudson line and to Brewster on the Harlem line in the company of M-N's fleet of FL9s. While the FL9s will continue to run in their Conrail numbers, Metro-North has renumbered its other ex-Conrail motive power as follows: former Niagara Junction electric switchers 4750, 4752-53 to 401-403; GP8 5432 to 543; RS3m 9905 to 605; GP9 7508 to 750; and B23-7s 1903-1909 to 801-807.

Electrification of the Harlem line from North White Plains to Brewster is nearing completion, and by early 1984 the majority of the FL9-powered trains on that line will be replaced by m.u. cars. Although their numbers will reduce to about ten, the remaining FL9s should have a secure future on M-N, particularly on the Poughkeepsie runs.

FAIRTRAIN '83 During the Indiana State Fair between August 17 and 28, the Indiana Transportation Museum operated an excursion train over 15 miles of the old Monon between Indianapolis and Carmel on a seven-round-trips-daily schedule. The fairgrounds is adjacent to the line, which is slated for abandonment by the Seaboard System (L&N), but plans are under way to secure the line for future operation by the museum. The train consisted of nine cars from the Ft. Wayne Railroad Historical Society of CB&Q, IC, EL, UP and MKT heritage plus one Indiana Transportation Museum car of L&N heritage. Motive power was a pair of ex-Milwaukee Road FP7s, 96C and 83A, which handled the train in a "pull-pull" fashion with one unit at each end of the train. The entire consist, including the units, was painted in a brownish Tuscan red with gold trim—the units receiving their paint at Conrail's Avon Shop—P.J. HINTON.

SEMTA QUITS With the termination of state funding, the Southeastern Michigan Transportation Authority has dropped its GTW commuter service between Detroit and Pontiac, Michigan. The Geeps will remain on the GTW, while the coaches will likely be leased out.

ELECTRO-MOTIVE An open house celebrating the 75th Anniversary of General Motors was held at the Electro-Motive Division plant in La Grange, Ill., on Saturday, September 24, 1983. On display were Santa Fe and C&NW GP50s, an RTA E8 and F40, the plant SW1001 switcher and an Egyptian JT22MC export unit—along with the queen of the show, Glenn Monhart's purple Atlantic Coast Line E3, now complete with nose herald (see also page 75). Demonstrations were conducted inside the plant of a new robot welder and "trucking" one of the Egyptian units with the huge overhead crane.

Not yet in recognizable form on the erection floor were any of the 40 Conrail SD50s (6700-6739) slated for delivery beginning in October 1983 or the 23 C&O SD50s for December. The Seaboard System has 26 SD50s coming in January 1984 along with two microprocessor-equipped SD50s with 645 engines. Norfolk Southern has 20 SD50s ordered for the Southern for delivery next year along with four "SD50A" units with the new 710 engine (NS is also getting ten GE C36-7s and two C36-8 demonstrators for the N&W). Meanwhile,

THE 150TH ANNIVERSARY of the Reading Company was celebrated with a series of steam excursions using George Hart's ex-CPR 4-6-0 972. On October 2, "Philadelphia & Reading" 972 was northbound at Birdsboro, Pa., meeting a Philadelphia Chapter NRHS Amtrak "Susquehanna & Reading Special" with F40s returning from Harrisburg via Reading.

FAIRTRAIN '83 used ex-Milwaukee FP7s 96C and 83A in Tuscan and gold on seven daily round trips between August 17 and 28 on old Monon track by the Indiana Fairgrounds from Indianapolis to Carmel. The 96C is shown at the Fairgrounds stop on August 18.

PJ HINTON

HOMER R. HILL

TWO PHOTOS JOHN O. GIESKE

ELECTRO-MOTIVE helped celebrate GM's 75th birthday with a La Grange open house. Displays included a Santa Fe GP50, RTA F40 and E8 and Glenn Monhart's purple ACL E3, now complete with nose herald.

DAVID R. HANNA

THE TWO BIGGEST steam engines running this year on Norfolk Southern, NKP 2-8-4 765 and N&W 4-8-4 611, met at Bellevue on August 28.

the MKT is getting 20 GP39-2s in March 1984—and this is after the Alaska Railroad took delivery of the first four GP49s (see page 2) this past September. The GP39-2 gets 2300 h.p. out of the 12-cylinder turbocharged "standard" 645E3B engine, while the GP49 pulls 2800 h.p. out of the 12-cylinder turbocharged high fuel efficiency and high compression 645F3B engine and is equipped with Super Series wheel control. The Katy units will probably resemble the GP49s in external detail more than the previous GP39-2s.

GAMBLERS EXPRESS Waiting until the last day of a federal grant limit, New Jersey's Governor Thomas Kean came up with state funds to secure $30 million in federal money to rebuild the Pennsylvania-Reading Seashore Lines for high speed passenger service from Philadelphia to Atlantic City. The project will cost an estimated $55 million with the state supplying about $10 million, the feds their $30 million and casino operator Resorts International kicking in a new $12 million passenger terminal in the lower level of its casino complex (with access to other casinos provided). An Atlantic City development authority will also supply some land and funding.

Amtrak will operate the service with an initial five daily round trips from Philadelphia and one from New York via Philly's 30th Street Station planned for a September 1985 start-up. Local residents along the old PRSL route objected to the fact that no New Jersey-Philadelphia commuter service was included in the plan and that they would have to contend with the hazzards of high speed trains zipping through their communities at grade-crossing level. And they were upset by the use of New Jersey tax monies being spent to provide fast passenger trains for out-of-state gamblers traveling to Atlantic City. No doubt local politicians will press for local service during the next two years, and some sort of commuter service will probably be added (with the track in place, why not?).

The last passenger service on the line—a couple of RDCs—was dropped last year when the FRA condemned the poor track. Transport of New Jersey buses were substituted for the two morning Philly-bound trains and evening outbounds. Current bus operators objected to the federal grant to improve the rail line, as they presently run over 1000 buses daily into the traffic-clogged streets of the gambling Mecca.

Amtrak estimates the Atlantic City line will add 5% to the passenger traffic on its Northeast Corridor between Washington and Boston. It is possible that Amtrak will also charter special train moves on the resort route—WALTER A. APPEL.

The Brief Saga of the *Prairie Marksman*

LLOYD RINEHART

It's not too well known that the TP&W was offering passenger service of its own well into the late 1970s; the mixed train service that remained after George McNear killed the road's passenger trains in the late 1920s was not formally discontinued until the McMillan administration! Of course, this "passenger service" consisted of honoring TP&W-issued tickets in the cabooses of its freight trains and was not publicly advertised—it was a technicality known only to a few local residents and inquisitive railfans.

Passenger service between Peoria and Chicago had traditionally been the province of the Rock Island, and it remained so even after the creation of Amtrak. As the Rock began to crumble in the 1970s, so did the Peoria passenger service, and the fine little *Peoria Rocket* had its equipment spartanized and its schedule stretched out as the track began to deteriorate. When the end finally came on the last day of 1978, it was almost a mercy killing. The exit of The Rock left Peoria—Illinois' third-largest city—with no rail passenger service.

Since the Illinois Department of Transportation (IDOT) had already been partly funding the Rock Island trains, it indicated at that time that it was interested in supporting a Peoria train, but probably on a different route since the questionable future of The Rock and the high cost of upgrading the line to passenger standards again would have been prohibitive. The three routes considered were (1) the Santa Fe to Chillicothe and 17 miles of the RI from there south to Peoria, (2) the Santa Fe main to Ancona and down the Pekin branch to Eureka and into East Peoria on the TP&W, and (3) down the ICG's old GM&O main line to Chenoa and then into East Peoria on the TP&W. The Santa Fe-RI Chillicothe route would have probably been the best, but the RI crossed under the Santa Fe at Chillicothe and the connecting wye was in the wrong direction to permit Peoria-Chicago run-through operation (backing the train between Chillicothe and Peoria with a push-pull cab car was considered but rejected). The cost of rehabilitating the Chillicothe-Peoria segment of the RI or the Santa Fe Pekin branch between Ancona and Eureka (actually Streator Junction) was the biggest reason the first two options were rejected.

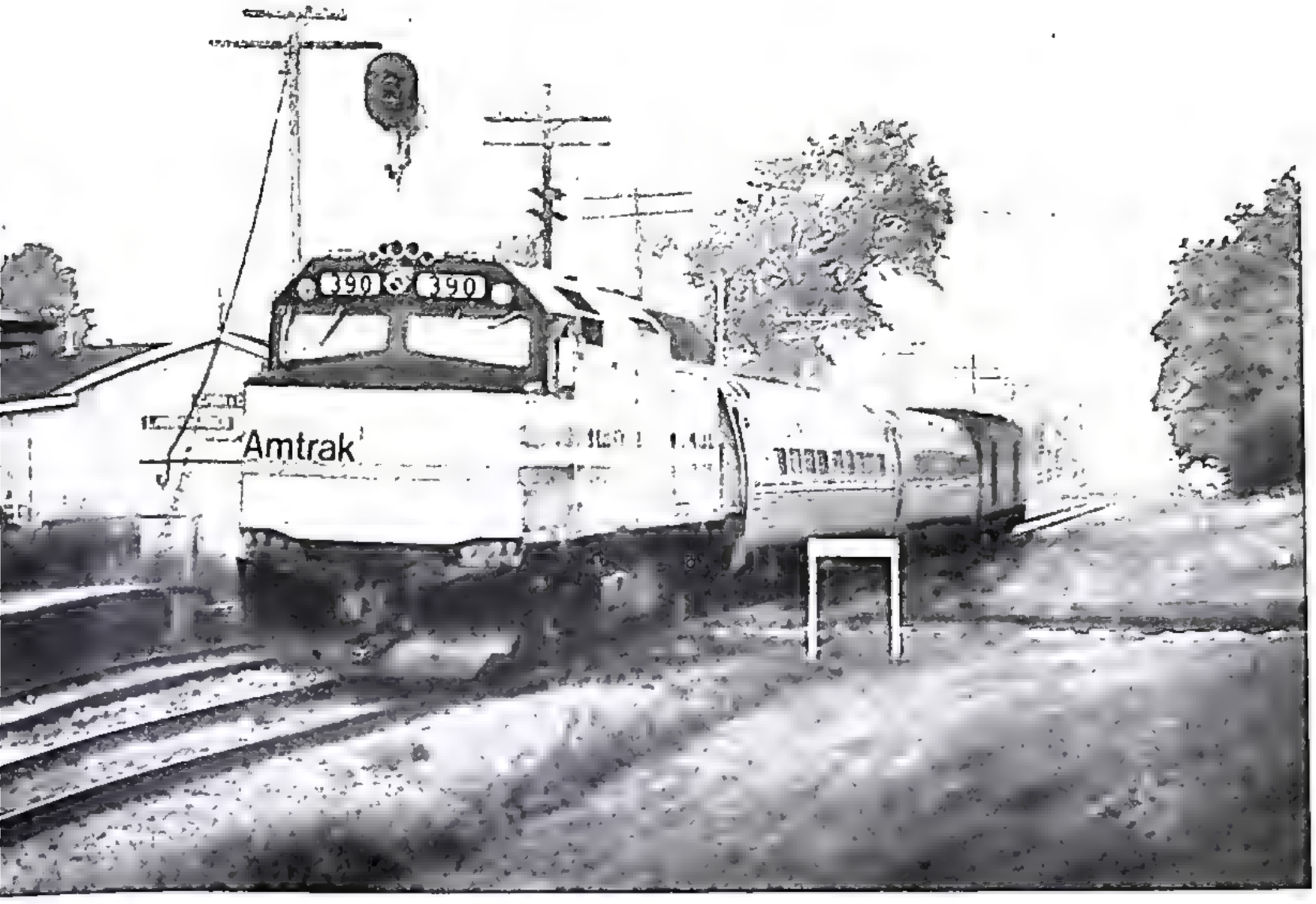
In the pre-McNear days the TP&W had three trains each way a day with through cars between Peoria and Chicago operating over the Chicago & Alton (later GM&O and ICG) north of Chenoa. Since Amtrak was operating a number of Chicago-St. Louis trains through Chenoa already, and since the TP&W was in good enough shape to permit passenger operation with a minimum of trackwork, the Chenoa route was selected and Amtrak and IDOT began working out the details for a state-sponsored 403(b) "experimental" train slated for service in mid-1979.

Construction began on a small but modern Amtrak depot west of the TP&W yard in East Peoria, and the railroad added a third track to its engine terminal to

LLOYD RINEHART

The Tip-Up Story: Part Three

by Jim Boyd



THE *PRAIRIE MARKSMAN* bangs across the ICG "Gruber" line at El Paso, Ill., on September 12, 1981. Its revenue consist is only the two Amfleet coaches; that baggage car is only to make the train long enough to actuate the ICG's signal system on the old GM&O main line. Another eastbound No. 312 awaits departure from the East Peoria depot on August 30, 1980 (below left), in the predawn light. The name *Prairie Marksman* has been traditional on TP&W office cars from an open-platform heavyweight to a gray and blue executive caboose (below right) circa 1962.

service and hold the Amtrak equipment. Crew agreements were worked out to have one TP&W crew two ICG crews work the entire Peoria-Chicago route without any crew changes (the only "hitch" in reaching an agreement was the ICG crew's demand to be paid the traditional mileage to deadhead the train back out to the Brighton Park service facility, even though the Amtrak train stayed at 12th Street; they settled without the deadhead pay).

Funding and groundwork delays postponed inauguration of service until August 10, 1980, when the *Prairie Marksman* made its first run—that name is a real "TP&W-ism," as it is the traditional name of the TP&W business cars. The Amtraker was essentially a long-distance Peoria-to-Chicago commuter train, with a 6:30 a.m. departure from East Peoria for a 9:55 a.m. arrival in Chicago's Union Station. The return schedule was out of Chicago at 6:00 p.m. and back into East Peoria at 9:15. Initially, the *Prairie Marksman* had only one intermediate stop, Joliet, but in July 1981 a stop was added at Eureka, Ill., on the TP&W to serve Eureka College. The only other Amtrak stop on the *Marksman*'s route, Pontiac on the ICG, was already served by a St. Louis train that operated within an hour of its schedule in each direction. The usual consist of the *Marksman* was two coaches—either Amfleet or Heritage—and an Amcafe behind an F40. The inaugural run of the *Marksman* out of Peoria, train number 312, was even powered by F40 312.

Because it was a "dark" railroad with no signals and only train order operation, speed on the TP&W was limited to 50 m.p.h., and the southbound train would have to stop at Chenoa to get its orders—trains had to stop in both directions at Chenoa to hand-line the wye switches, but there was no passenger stop made there.

Unfortunately, the public never embraced the new train, and ridership remained relatively low. Lack of advertising and the absence of a gasoline crisis combined with Peorians' bad memories of the deteriorated Rock Island trains are generally blamed for the train's failure. It can also be argued that the inability to get into Peoria proper and the public's image of the depot "in a railroad yard in East Peoria" also worked heavily against the train (the TP&W bridge into downtown Peoria has been out of service since a barge smacked it in the mid-1970s, and detour via the P&PU drawbridge to the south would have added almost an hour to the schedule and incurred substantial P&PU track-useage expense). In defense of Amtrak and the TP&W, however, the East Peoria depot was well placed at the junction of local highways with good nearby motels and was probably easier to get to and park at than anyplace in downtown Peoria would have been.

It is probably true that a little creative scheduling (permitting connections with St. Louis trains and better RI/RTA commuter connections at Joliet) and a few more local stops plus a promotion blitz could have helped the *Prairie Marksman*, but the timing and political desire just wasn't there. So, the TP&W's final fling at passenger service came to an end on October 4, 1981. At least the TP&W was left with another track in its engine terminal and some improved railroad between East Peoria and Chenoa as a reward for its cooperation

JIM BOYD

DESERT MAIN

by William H. Bannock, Jr.

The Needles District of the Santa Fe is the kind of fast main line that has made Western railroading legendary.

Eyes squint down the twin ribbons of Santa Fe main line, searching for a train. For a long time there is nothing. Then, as if a mirage, a twin sealed-beam headlight breaks the blandness of the horizon. It is another of an endless series of trains on one of the fastest—and most desolate—railroad operations in the American West.

Slowly, the shimmering light grows in intensity as the train, clicking off the miles at 70 per, seems to take forever to cross the desert expanse and thunder by, locomotives in run eight, roller-bearing-equipped cars almost a blur. And then, as suddenly as the noise has begun, a red caboose whips by, bobbing like a toy on the end of a string. The desert returns to its quiet self.

The scene is in the vast Mojave Desert of California, east of a station sign that almost mocks the heat with the word SIBERIA. For a July day the sun is intense, but not as torrid as it will be in August or September. Then the thermometer will inch up toward 115 degrees in the shade. A slight, almost imperceptible, breeze is the only relief.

A short wait, not long, and another headlight blinks on the horizon. This is big time railroading that some Class 1s could only wish for in tonnage. Even in the recent recessionary years, the Santa Fe main line was a non-stop show of fast freight on fast trains. The railroad that helped win the West isn't afraid of

JOE McMILLAN

MIKE MARTIN

THE PULSE of the main line can be felt in the view of the track framed by the distinctive windshield of an F45 as two 70-m.p.h. freights meet on the double track, or the sight in March 1972 (left) of the *Super C* at 79 m.p.h. west of Ibis.

competition. Not now, and not 100 years ago, when the desert line was built.

Real estate along Santa Fe's current Needles District alignment can be described as arid, desolate, unyielding and unforgiving—all 168.4 miles of it! It is, however, a necessary evil that Santa Fe fought to acquire during the line's infancy. Today, the Needles District links together the Kingman District to the east, the Mojave District to the northwest, the Cadiz District to the south (going to Phoenix, Arizona), and the Los Angeles Division's First District to the southwest. Ownership of this piece of railroad has changed hands twice. The first time came after Southern Pacific had built the line between Mojave and Needles, California, in an attempt to block the westward expanding Atlantic & Pacific Railroad, which was jointly owned by Santa Fe and Frisco. The line was constructed under the watchful eye of Espee's premier construction engineer, William Hood, who had completed another line, linking northern and southern California via Tehachapi Loop, only a few years earlier.

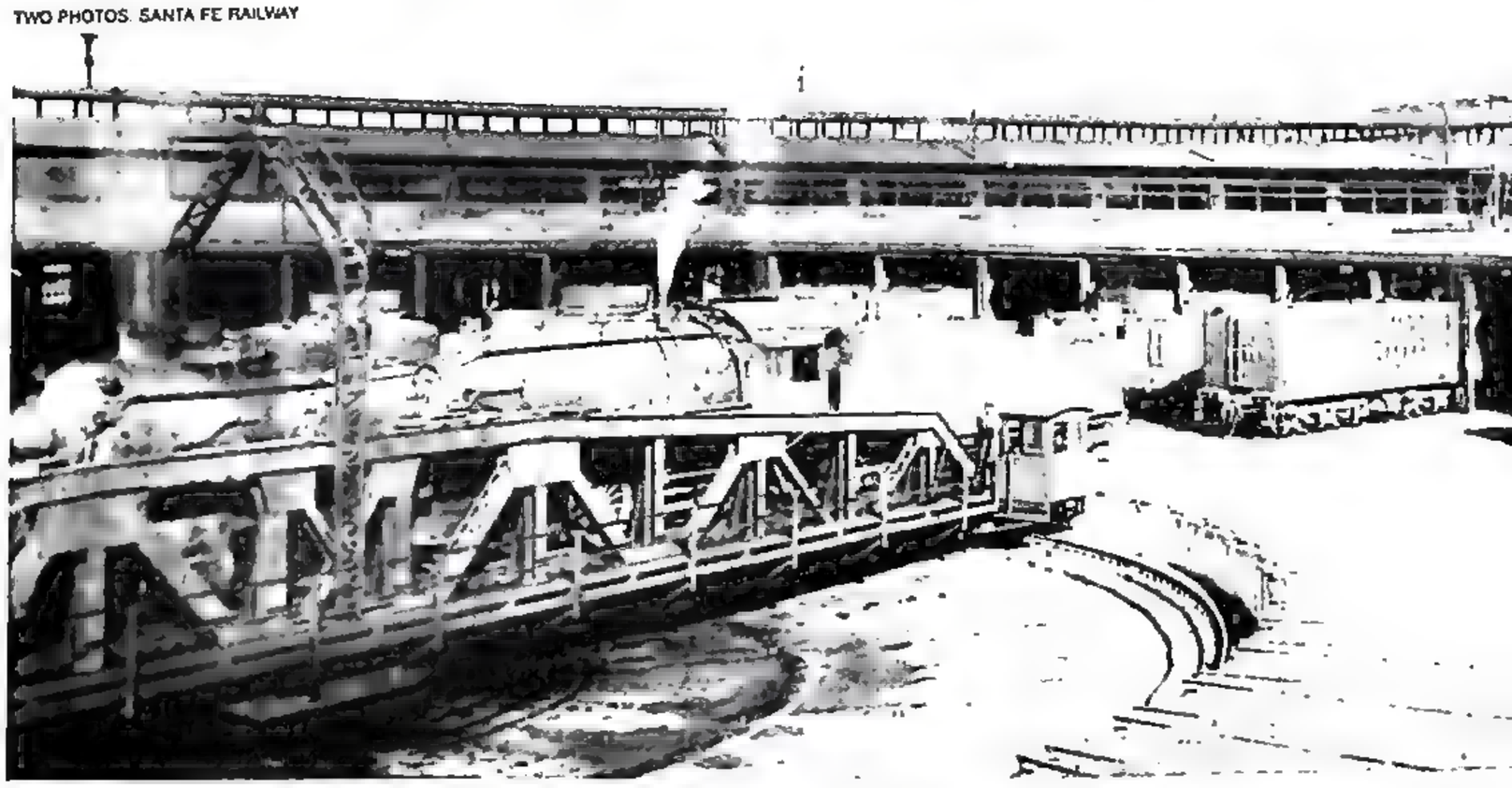
Completed in the early 1880s, the Needles line would prevent A&P from entering California, thus discouraging that railroad from expanding further west—so thought Espee management. Not worrying about Espee's intimidation however, A&P quickly constructed a line south to Guaymas, on Mexico's Gulf of California (today's Ferrocarril del Pacifico out of Nogales). Fearing the A&P would capture all the business brought to Pacific ports by steamships and sailing vessels, Espee negotiated a swap with the A&P. The SP got the line to Guaymas, and A&P took control of the line between Mojave and Needles while concurrently acquiring trackage rights over the Espee between Bakersfield (Kern Jct.) and Mojave. By also purchasing lines going north through the agriculturally rich San Joaquin Valley to the Bay Area, A&P had established a foothold in California. A&P soon became part of the Santa Fe, and that name has reigned over the Needles District ever since.

Together with acquisition of lines already existing in southern California, the trackage between Needles and the Bay Area was combined into a Santa Fe network that competes with Espee even today. Around the turn of the century all of Santa Fe's lines were consolidated into the company's holdings and have operated under that corporate logo ever since.

Yet, with every victory there is a price to be paid. Over the years Santa Fe's price for crossing one of the most climatically brutal segments of desert railroading in the U.S. has been substantial, but justifiable. Summer rail temperatures have reached above the 175° mark, while winter nights often dip below freezing. Combining these extremes during spring and fall months, the 136-pound-per-yard continuous welded rail expands and contracts with regularity. Even with special steel alloys used in rail production, plus frequent inspections by sophisticated ultrasonic rail detector hyrail vehicles, geometry cars and track supervisors, broken rails resulting from expansion and contraction occasionally occur.

Long, uphill grades take their toll of overheated locomotives, while dust and sand storms often generate enough ferocity to strip paint off automobiles and restrict vision to a few feet. Mother Nature serves up another special attraction, flash floods and resulting washouts that come from summer thunderheads that generate intense

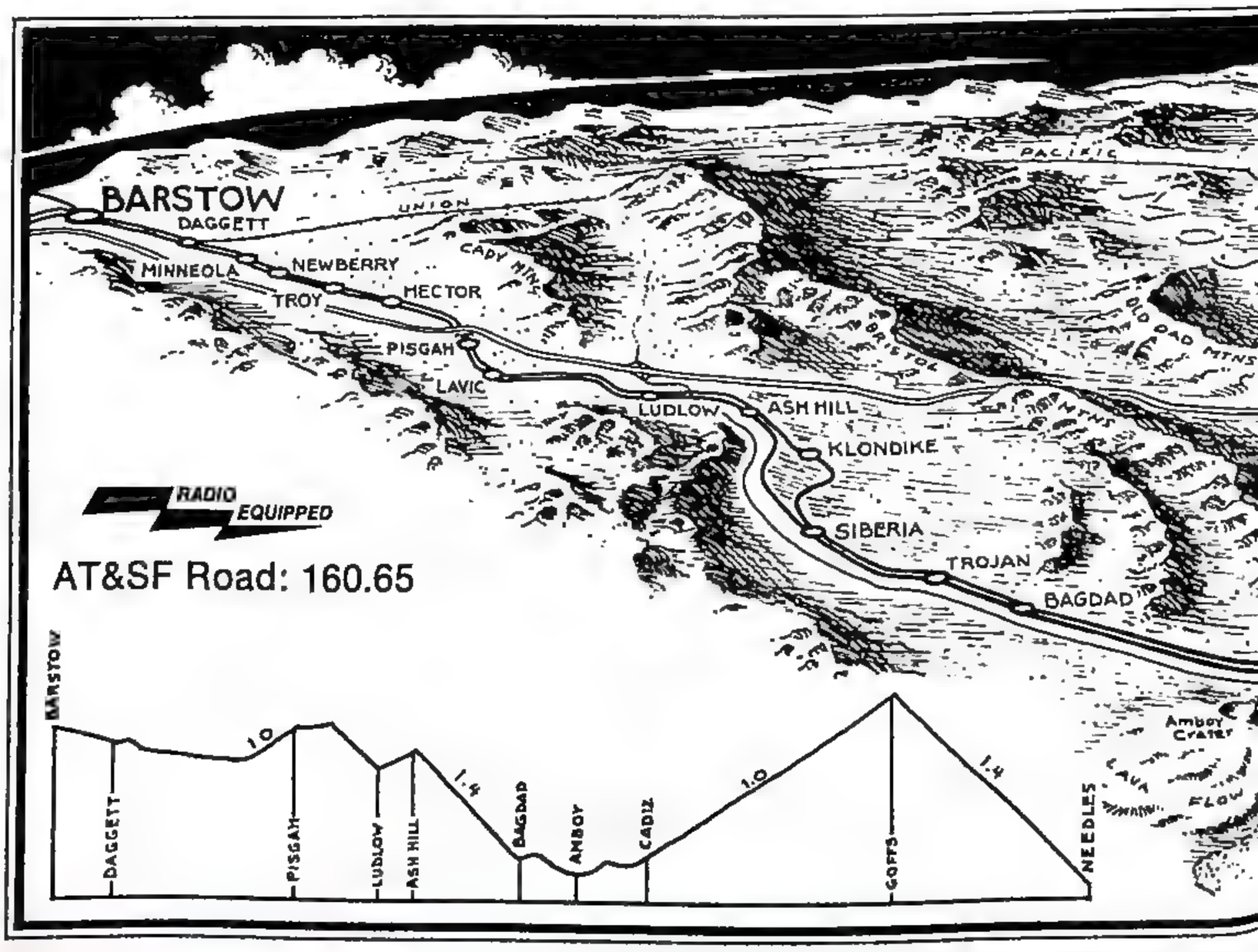
TWO PHOTOS, SANTA FE RAILWAY



electrical storms, dumping water on the desert floor faster than it can be absorbed.

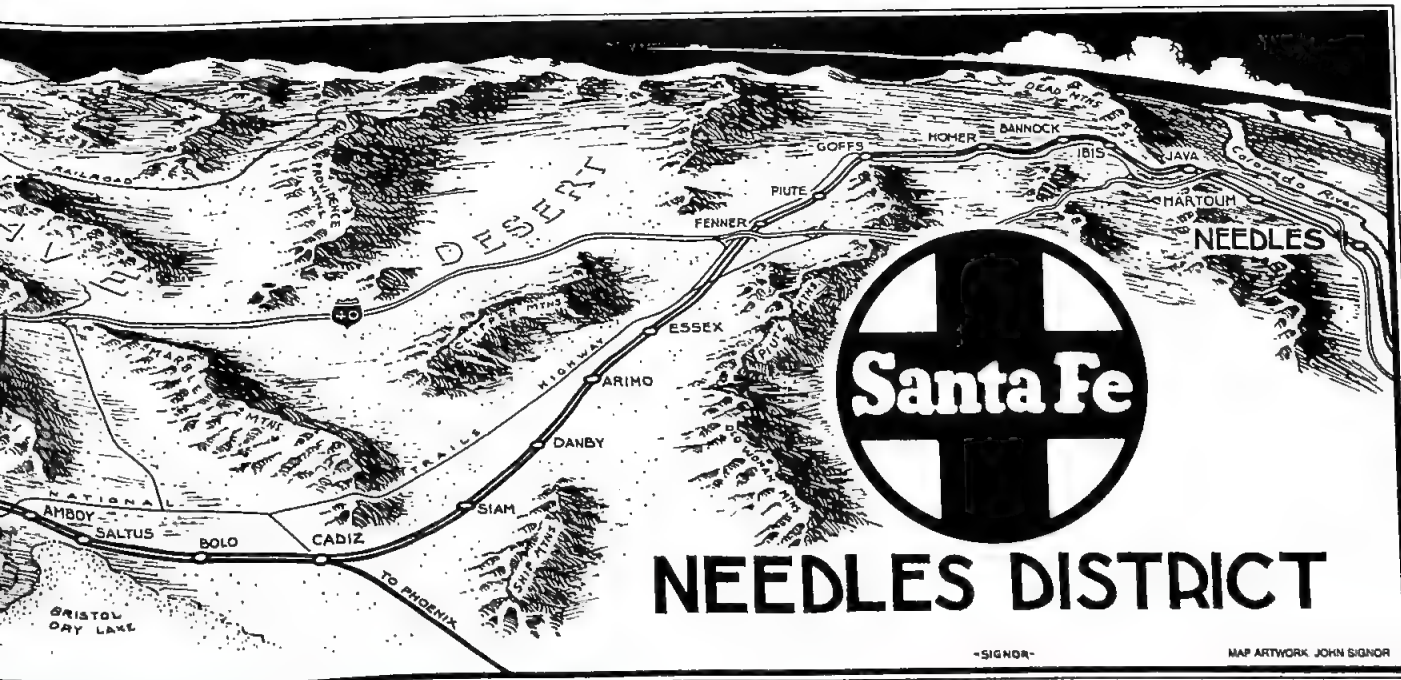
Despite the ravages of nature, the district has its own picturesque charm. The line passes over, around or by no less than 13 mountain ranges with names like Granite, Old Woman, Dead, Bristol, Piute and Bullion. Colorful siding names like Siberia, Klondike, Bagdad and Java were probably dubbed so by railroaders who had, at the very least, a sense of humor. Ash Hill, on the other hand, has a somber origin, being named after Espee Surveyor Ben Ash, who died from lack of water while surveying the line. At one time, locations like Troy, Trojan, Nome, Bengal, Siam, Piute, Rising and Hartoum also dotted the line, appearing in old timetables dating back to the turn of the century. Espee even named a series of stations along the line in alphabetical order: Amboy, Bolo, Cadiz, Danby, Essex, Fenner, Goffs, Homer, Ibis and Java! Many other siding names and station names have become mere memories or can be found on tattered timetables or outdated maps.

Also gone are the turntables at Amboy and Goffs, which once served to illustrate the railroad's respect for the desert and a dependence on steam locomotives. For many years, steam engines—and later, diesels—were called upon to assist trains over the district's stiff grades. Helpers were stationed at Needles and such other illustrious points as Goffs, Bagdad and Lavic. In 1891, helper engineers earned a whopping $4.50 per day. With steam locomotives supplying the muscle for decades, water became a premium commodity in the desert and was crucial to opera-



PHILLIPS C. KAUKE

THE NEEDLES ROUNDHOUSE changed a lot from 1890 when it was the center of the Atlantic & Pacific (opposite top), to the late 1940s (left) when 2-10-2s replaced the A&P Ten-Wheelers. In the summer of 1946, 2-10-2 3900 (above) was pouring out the oil smoke as it barked upgrade west of Java with a four-unit set of FTs and a solid string of orange ice refrigerator cars. The railroad practically dieselized the entire district during World War II, eliminating miles of tank cars loaded with water for the steam engines.



tions. Wells were located at Danby and Goffs, while springs were tapped at Klinefelter and Newberry. Water-laden tank cars were utilized at Ludlow, Bagdad and Amboy. Santa Fe currently supplies domestic drinking water to several small communities along the route, using tank cars that are sterilized and loaded at Newberry Springs. In 1981 even the military tapped into Santa Fe-supplied water when thirsty army tanks, involved in war games, filled their radiators from AT&SF tank cars!

Train operations are, for obvious reasons such as motive power, signal systems etc., much different today than they were prior to full dieselization. A 1943 timetable helps tell a story of the line's glorious past. This specific one covers territory known then as the Arizona Division, which spanned the segment of Santa Fe transcontinental main line between Seligman, Arizona, and Bakersfield, California. Dispatchers were located at Needles (today, dispatchers are located at San Bernardino and Winslow). Passenger trains in each direction included the *Fast Mail Express* (Nos. 7-8), *Grand Canyon Limited* (Nos. 23-24), *El Capitan* (Nos. 21-22), *Chief* (Nos. 19-20), *Super Chief* (Nos. 17-18), *California Limited* (Nos. 3-4), *Scout* (Nos. 1-2) and four additional passenger trains numbered 203-204, 207-208, 223-224 and 237-238.

At that time, the westbound *Grand Canyon Limited* made a regular stop at Cadiz to pick up connecting passengers from Phoenix who travelled over the Parker and Cadiz Districts. The *Limited* also made flag stops at Fenner, Essex and Lavic. The *Chief* and *California Limited* made flag stops at Cadiz, and the *Scout* made flag stops anywhere west of Ludlow! Going east, the *California Limited* and *Scout* made flag stops at Ludlow and regular stops at Cadiz. The *Grand Canyon Limited* made flag stops at Amboy and Cadiz, while the *Fast Mail Express* made flag stops only at Cadiz. It should be remembered that all of this activity was going on daily, during a wartime period that also included troop trains and heavy freight volume that congested and clogged even the best-managed rail systems.

In 1982 Santa Fe's freight volume was down drastically from what it had been even two years earlier, primarily due to the recession. Even so, the number of trains moving across the Needles District on a daily basis, during even the "slow" year of 1982, might be considered heavy volume on many other railroad main lines. Prior to recession, Santa Fe had been operating as many as 70+ trains a day through Needles, with many trains having second, third or more sections. Through the end of 1982 the number of trains had dwindled to 20-40 per 24-hour period. Fortunately, that situation is changing, and the summer of 1983 is seeing the traffic boom again.

Amtrak's *Southwest Limited* (trains 3 and 4) crosses the Needles District in darkness, except for an occasionally tardy westbound No. 3. The *Desert Wind* (Nos. 35 and 36) operates between Barstow and Daggett during daylight hours. At Daggett the *Desert Wind* enters onto or comes off of the Union Pacific.

Maximum authorized speed for passenger trains is 90 m.p.h. in areas equipped with trackside Automatic Train Stop (ATS) inductors. Those areas extend from Goffs to Bagdad and Pisgah to Barstow on the north track, and Barstow to Pisgah and Bagdad to Cadiz on the south track. Along the remaining segments of the district, pas-

THE BARSTOW SHOP was built in the 1940s for diesels—like those A-B-B-B sets of FTs—and today does running repair and maintenance on over one-third of the fleet.

SANTA FE RAILWAY

Phillips C. Kauke:

A Needles District veteran

In August 1982 Phillips C. Kauke retired after 38 years of engine service on the Santa Fe's Needles District. The folks along the railroad will miss his personalized technique with an air horn, a signature that reflected a man's love for his job. Trains have always been part of Phil Kauke's life, and the fondness he carries for the iron horse dates back to age four (1926). It was then that Phil's widowed mother decided to pack up her belongings and take her two young sons to China, where missionary relatives had already established their home. Mrs. Kauke and sons crossed the Pacific by steamer, and whenever Phil's mother would go below to take clothing from a trunk, Phil would follow closely, remove a toy train from the trunk and run it on the wooden slats atop the old trunk, pretending they were railroad tracks.

The family's stay in China was brief, as unrest swept through that nation. After fleeing on a Yangtze River barge and having been fired upon from the shore, the Kaukes made their way to Japan, where Phil experienced his first train ride, between Yokohama and Tokyo.

Eventually, Phil's family returned to the United States, and as he grew and matured, so did his interest in trains. He befriended the local Southern Pacific superintendent, whose territory included the small, agricultural San Joaquin Valley town of Lindsay, California, where Phil lived. It was the allure of Santa Fe trains like the *Golden Gate* and *Super Chief* that swayed Phil towards employment at that railroad as opposed to hiring on with Espee.

Despite pleas of a heartbroken Espee superintendent who had treated Phil like a son, the attraction of Santa Fe's warbonnet streamliners, "businesslike attitude" and "fast operations" were too much for Phil to ignore. He hired on in Bakersfield in 1944, choosing to operate east over territory then part of the Arizona Division. Some of Phil's fondest memories are from that era when the transition to diesel was in its infancy and there were still plenty of big steam locomotives roaming the rails.

During his 38-year career, Phil worked as a fireman or engineer on several hundred different steam locomotives, ranging in size from 0-6-0 switchers to 3765 and 2900-Class Northerns. "Some engines rode better, steamed better and performed better than others," explains Phil. His favorite locomotive was 2-10-2 3842, which he says rode like silk.

Phil cracked plenty of diesel throttles during his time on the Santa Fe, claiming that the most fulfilling portion of his career took place when he worked out of Bakersfield during the days steam and diesel coexisted. Eventually, his work included running over the territory from Bakersfield, California, to Seligman, Arizona.

There were memorable moments during Phil's career, many occurring on the barren Needles District. He fondly remembers his first run on a "high wheeler," aboard 4-8-4 3780 pulling the westbound *Chief*. It had arrived in Needles several hours off schedule because of severe weather in the Midwest. Phil was fireman, and a road foreman of engines climbed aboard just before departure. The *Chief* had 19 cars that day, weighing in at 933 tons. It was a rare daylight run across the Needles District for the *Chief* that sunny, chilly December day in 1945, with an unusual stop at Newberry, at the west end of the district, where 3780 had to take water because Barstow's supply was low. Phil earned $13.84 that day, in addition to earning a healthy respect for Santa Fe's big steam locomotives. The 3780 was later to have the dubious distinction of being the last steamer to make a revenue run on the Santa Fe.

MIKE MARTIN

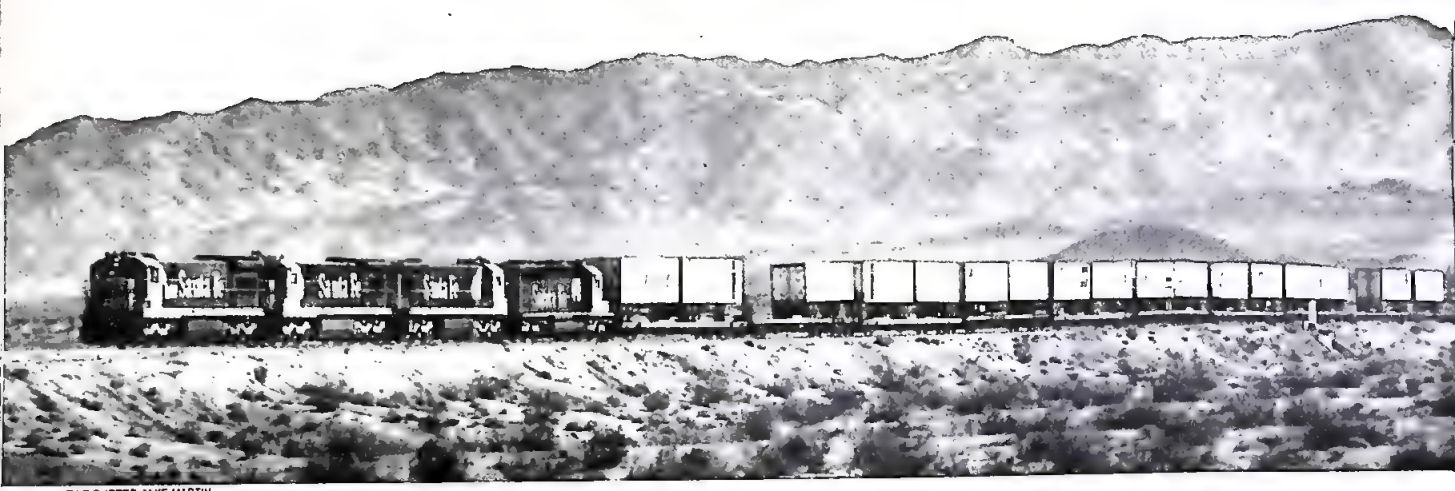
PHILLIPS C. KAUKE on the job in 1981.

Phil's own farewell to Santa Fe steam came while he was working the "east end" between Needles and Seligman. He was the fireman on the Yampai helper on a very hot July 26, 1953. Helpers were often used eastbound out of Needles for the constant grade 204 miles to Williams, Arizona. The assignment was to assist Second No. 8, *The Fast Mail Express*, made up of 31 carloads of fresh grapes. Helper engine 4-8-4 2929, the last steam locomotive Santa Fe purchased, was coupled in front of a solid set of Fs. The run went fine, although the intense heat from the firebox was making an unbearable day intollerable. Each time it rounded a curve, Phil would look back to inspect the train, noting the large quantities of water pouring out of the reefers as the ice melted.

When the first diesels had arrived, Phil remembers the trauma associated with the change. Santa Fe "kept those first diesels (passenger Es and freight FTs) spotless, inside and out." Engineers were in "awe," says Phil, indicating the change in train handling was dramatic. Everything seemed to be manual, and the fireman's job was to patrol the diesel sets during each run, checking oil pressure and operating the manual cooling fans and radiator shutters. It was a radical departure from steam, and the advantages of diesels soon became clear. As the transition to diesels was completed, most engineers preferred running diesels instead of the more cumbersome, less comfortable and more complex steam locomotives. Engineers even fought for the right to run diesels, often marking off work if they drew a steam locomotive.

Phil is quick to proclaim that the Needles District is "one of the finest pieces of railroad in California." The evidence, he says, is that passenger trains were authorized 100 m.p.h. in years past, and he personally worked on a 4-8-4 that pulled a passenger train at 103 m.p.h. between Hector and Newberry. The track is still better than the 90 m.p.h. authorized passenger train speed imposed today, according to Phil, who points to the former Super C's freight train speed of 79 m.p.h. as proof that high-speed trains can still operate over the district.

There's no pause when Phil says, "If I had to do it over again, I'd go through the same thing." For Phil, like so many of his colleagues who have also retired and those who have become his successors, "railroading has a challenge to it—it's unlike anything else." To say the least, he says, "It's an interesting job." He knows the territory and can recite landmarks in his sleep. The history of the line is etched in Phil's memory, and he can point out old roadbed and bridge supports that represent past main line alignments. He feels even the slightest track deviation that wasn't there the day before and can tell when and where the thunderhead appearing on the horizon will dump its electrical storm. He can spot a block signal before most people would be able to see the signal pole. It all adds up to 38 years of experience and a love affair with his work. To a great degree Phil credits Needles District operations for keeping his interest in railroading elevated above the category of "just another job."



TWO PHOTOS MIKE MARTIN

THE DEAD MOUNTAINS form a backdrop behind three U-boats and an SD on a piggybacker near Ibis. The mains are separated at two places on the district, and the FP45 5948 **(top right)** is westbound in 1977 at the point just west of Klondike where the westbound meets the steeper and shorter eastbound track. At Ibis **(below right)**, an eastbound pig's caboose met the units of a K.C.-L.A. pick-up-everything job.

senger trains are authorized for 79 m.p.h. Freight trains operate at speeds up to 70 m.p.h. Traffic Control System (Santa Fe's version of CTC) governs operation between Barstow and Daggett, but from there eastward train operationis governed by automatic block signals (ABS). Right-hand running is the way trains flow between Daggett and Needles, unless track work requires single tracking along portions of the district. The ABS territory's signal system has been undergoing conversion to approach-lit block signals, replacing the constant lighting system used for many years. Now, when a signal is "on" along the ABS territory, a train is usually within a block or two.

Unusual features of the signal equipment used at Ash Hill and Goffs are hot box and dragging equipment detectors that talk to trains using a computer chip voice (male). As trains approach these detectors the voice can be heard over the road frequency saying, "Santa Fe Railroad . . . Ash Hill, California . . . North Track . . . System working." After a train passes, assuming no problems are found, the detector informs the crew by stating, "Santa Fe Railroad . . . Ash Hill, California . . . North Track . . . No defects." This type of detector is popping up along several divisions on Santa Fe's system.

Of the many railroad buildings and facilities that once dotted the Needles District, few remain. At Newberry there is a modern water treatment building where tank cars are sterilized and loaded. Pisgah still sports a seldom-used wooden loading dock along a siding track, while Ludlow has a water tank, water unloading area and a few old section houses. Bagdad is a location for Santa Fe to store freight cars, mostly boxcars, several hundred at any one time. Amboy has another water unloading facility, and Saltus has the dubious honor of being home for one of only a handful of businesses on the district: a salt mine, what else? Cadiz is where the Cadiz District heads for Phoenix, so there's a water tank and a few section houses. Danby is another freight car storage location, and Goffs has a water tank. That's about it until Needles, folks! There, among several buildings used by Santa Fe, is the former Harvey House hotel/restaurant complex named El Garces, after a missionary priest of the same name.

Needles is home base for crews working both east to Seligman and west to Barstow. Locomotives were fueled at Needles until last year, when the hardware for that work was removed. Because trains slow to a stop for crew changes at Needles, train congestion sometimes occurs, although crew changes are usually very quick, and trains are on their way in a matter of minutes.

For anyone attempting to photograph trains on the Needles District, it is wise to make sure your vehicle is in good operating condition. Following the tracks means following along on what was once U.S. Highway 66 and is now the National Trails Highway. The "old" road is not heavily used, but it is paved and in fine shape. Only minimal facilities are available along the old highway. Restaurants (the term is used loosely) can be found at Ludlow, Amboy and Essex, while gasoline is available at all three plus Daggett, Cadiz and Goffs. Ludlow, Amboy, Cadiz, Essex and Goffs also have small "mom-and-pop type" grocery stores. If you belong to the automobile club, they offer an excellent map of San Bernardino County, complete with towns and even railroad sidings.

Visiting the Needles District during the summer months is not wise, since preoccupation with discomfort from the heat will probably prevent enjoyment of the trip. The desert is a harsh environment, and the Mojave is no exception. Be on the lookout for snakes, tarantulas and scorpions. While they're not littering the ground, they do live in the desert and are common to the territory. If common sense is exercised, a trip to the Needles District can be interesting and enjoyable.

Needles District action

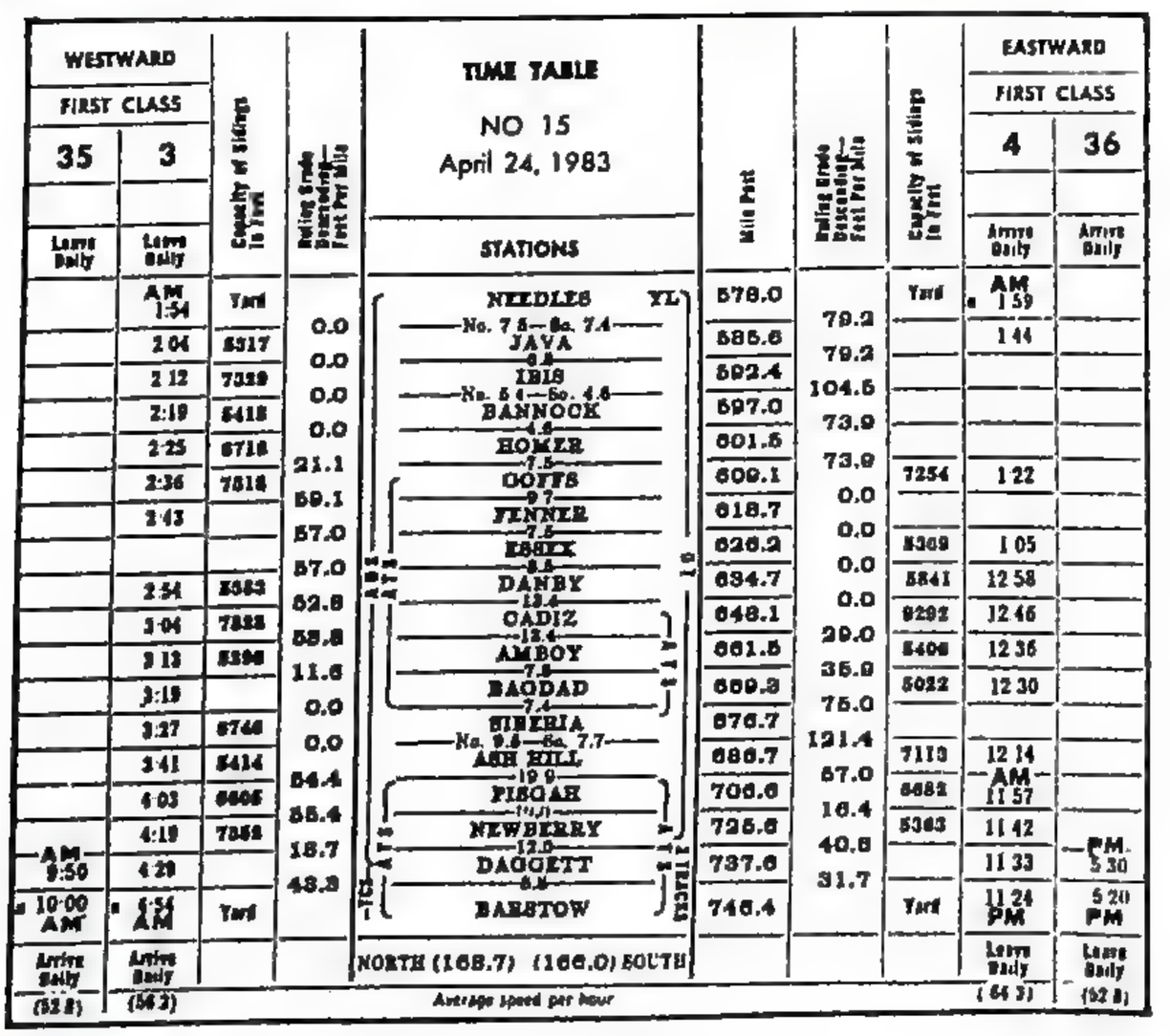
Generally speaking, weekends provide the casual observer with a lot of train activity, with Sunday volume leaning more heavily on westbound freight trains coming in from distant points like Chicago and Kansas City. Friday night's hotshot trains from Los Angeles and the San Francisco/

RICHARD STEINHEIMER

SCOTT SMITH

CHUCK BROWN

THE UNION PACIFIC joins the Santa Fe at Daggett for trackage rights to Barstow and on over Cajon to the L.A. area. The eastbound *Desert Wind* is about to leave Santa Fe rails with an ex-AT&SF *El Capitan* car accompanying its Superliners, while the UP freight (left) is about to enter Santa Fe Territory. The timetable shows Amtrak 3-4, the *Southwest Limited*, and 35-36, the *Desert Wind*. The new Barstow yard (right) opened in 1976, a spartan contrast to the railroady clutter of Barstow circa-1956 (below) with the Harvey House restaurant/hotel, *El Cap* and zebra-striped diesels.



WESTWARD				TIME TABLE				EASTWARD	
FIRST CLASS				NO 15				FIRST CLASS	
35	3			April 24, 1983				4	36
Leave Daily	Leave Daily	Capacity of Sidings In Feet	Rolling Grade Ascending Feet Per Mile	STATIONS	Mile Post	Rolling Grade Ascending Feet Per Mile	Capacity of Sidings In Feet	Arrive Daily	Arrive Daily
	AM 1:54	Yard		NEEDLES YL	578.0		Yard	AM 1 59	
	2 04	5317	0.0	No. 7.5—So. 7.4	585.5	79.2		1 44	
	2 12	7329	0.0	JAVA 6.8	592.4	79.2			
	2:19	5418	0.0	IBIS No. 5.4—So. 4.6	597.0	104.5			
	2:25	6718	0.0	BANNOCK 4.6	601.5	73.9			
	2:36	7518	21.1	HOMER 7.5	609.1	73.9	7254	1 22	
	2:43		59.1	GOFFS 9.7	618.7	0.0			
			57.0	FENNER 7.5	626.2	0.0	5369	1 05	
			57.0	ESSEX 8.5	634.7	0.0	5841	12 58	
	2:54	5585	62.8	DANBY 13.4	648.1	0.0	9292	12 46	
	3:04	7828	58.8	CADIZ 12.4	661.5	20.0	5406	12 36	
	3 13	5598	11.6	AMBOY 7.5	669.2	35.9	5022	12 30	
	3:19		0.0	BAGDAD 7.4	676.7	75.0			
	3:27	6746	0.0	SIBERIA No. 9.5—So. 7.7	686.7	121.4	7113	12 14	
	3:41	5414	54.4	ASH HILL 19 9	706.6	67.0	6682	AM 11 57	
	4 03	6606	55.4	PISGAH 14.1	725.6	16.4	5363	11 42	
	4:19	7352	18.7	NEWBERRY 12.0	737.6	40.6		11 33	PM 5 30
AM 9:50	4 29		48.3	DAGGETT 6.8	746.4	31.7	Yard	11 24 PM	5 20 PM
a 10:00 AM	a 4:54 AM	Yard		BARSTOW				Leave Daily	Leave Daily
Arrive Daily	Arrive Daily			NORTH (168.7) (166.0) SOUTH				(64 3)	(52 8)
(52 8)	(54 2)			Average speed per hour					

Oakland/Richmond area provide an all-day fleet of trains on Saturdays. Trains originating in Los Angeles include the 881 (usually a Ten-Pack Fuel Foiler train), 811 (perishables), 883 (piggyback trailers and containers for Kansas City), and the 885 (hot loads for Texas). Eastbound hotshots off the Valley Division include the 901, 971, 981 (perishables) and 991 to Chicago, the 973 to Kansas City and 975 to Texas. Westbound hotshots include 188 (Ten-Pack), 288 (New York to Los Angeles via Conrail-AT&SF), 178, 189, 199, 308, 588 and 668. Of course there are many other freight trains, but when business is slow the hotshots are sure bets to run. Other freights often operate as business warrants. Weekday volume is "hit and miss," with more activity towards the end of the week.

If hotshot trains have a clear shot in either direction, they can make the run in three to four hours, with the westbound run taking slightly longer than the eastbound. Is it any wonder that

TWO PHOTOS SANTA FE RAILWAY

MIKE MARTIN

TEN-PACK FUEL FOILER articulated piggyback cars trail two C30-7s and two B36-7s uphill out of Ludlow on hotshot 881 out of L.A. for Chicago. The caboose of another hot pigger, 981 out of San Francisco, zips through Daggett (below) at a typical 70 m.p.h.

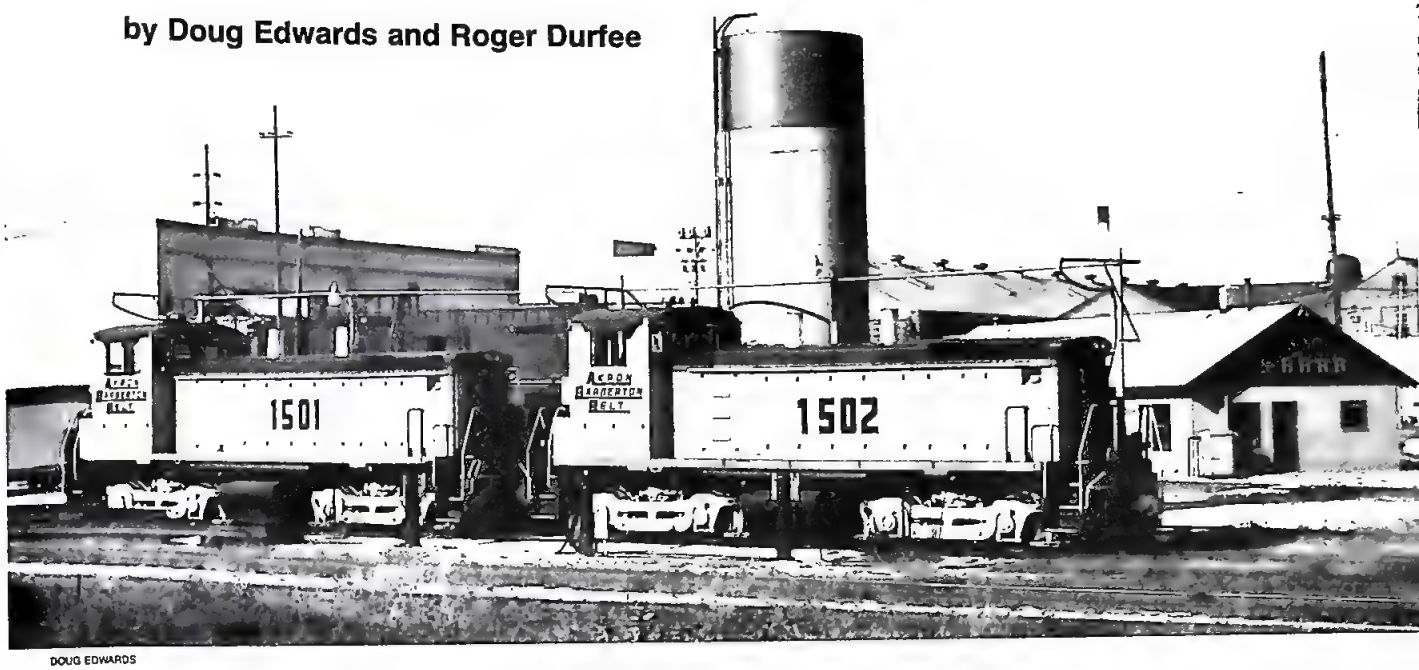
John S. Reed is so proud of his railroad, even in his retirement? You might also want to look for the Parker Local, operating between Barstow and Phoenix. One train a day makes the run in each direction, and both are on the Needles District during daylight hours. The Parker Locals (trains 807 eastbound and 708 westbound) are easy to identify because they usually have a power consist of GP30s and GP35s. Virtually all other main line freights operating over the Needles District have high-horsepower sets that include SD40-2s, SD45-2s, SD45s, F45s, FP45s, SD40s, GP50s, B36-7s, U36Cs, C30-7s and a sprinkling of SD26s when they're not in storage as excess power. Four or more big units is the rule, not the exception. Almost all unit coal trains have radio control equipment (RCE) helpers, but other than those trains, helpers are used only in extremely rare instances.

Santa Fe's 35th Parallel route between Needles and Barstow is a land of many faces. From lava beds at Lavic, Pisgah and Amboy (Santa Fe owns the Pisgah volcanic crater), to the tough grades at Pisgah, Ash Hill and Goffs, this section of Santa Fe has just about every type of railroad activity to take place on the system. From 3750-Class Northerns pulling passenger trains, to FT test trains, GP50s, circus trains, troop trains, director specials, fan excursions and Death Valley Scotty's famous run in 1905, and from Space Shuttle trains, to Ten-Pack Fuel Foilers, pipe trains, grain trains and coal trains, the district has dauntlessly stood the test of time and the elements. Surrounded by popular railfan photo locations like Tehachapi Loop, Cajon Pass, Flagstaff and Crozier Canyon, the Needles District is all too often passed or forgotten as an important segment of Santa Fe's main line across the Mojave—and now is turning out to be a great time to catch the action. Business on the Route of the Warbonnets is booming, and there are trains everywhere. The railroad is short of power, TOFC/COFC flats, space and piggyback trailers—they've even started loading containers into mill gons! The ledger books should look good, and the Needles District should be putting on an even better show.

SCOTT SMITH

The "A and a Couple of B's"

by Doug Edwards and Roger Durfee



DOUG EDWARDS

The Akron & Barberton Belt "vanished" when its Baldwins were replaced by leased units in the 1970s, but today a colorful new image has made the road "visible" again.

Up until late 1982, the railfan visitor to Akron, Ohio, might have thought that the Chessie, Norfolk & Western and a bit of Conrail was all the area had to offer. But such was not the case, for tucked away in a neat little facility in Barberton—just west of Akron—was the Akron & Barberton Belt, a twelve-mile industrial line that ran through back yards and across numerous busy streets as it wound its way from Barberton to the heart of Akron. Known for years as the "A and a Couple of Bs," the Belt was all but invisible in the 1970s after its Baldwin switchers of an earlier era were cut up and leased power carrying the image of N&W, Precision National and Morrison-Knudsen prowled its rails, with only a little red cabin car to carry the road's name. But in late 1982 the Akron & Barberton Belt name once again adorned the flanks of a locomotive, and the railroad was "visible" again for all to see. The changes that brought this about make for an interesting story, so let's start with a little history.

Origins of the A&BB

Like many other railroads, the Akron & Barberton Belt was a consolidation of a number of smaller roads. In 1880s an entrepreneur with the unlikely name of Ohio C. Barber was developing an industrial empire in Akron, Ohio. Irritated by local politics and other business interests, he packed up his entire operation and moved a dozen miles west where he created the town of Barberton, where he could have "total control." His industrial interests included a match factory, ceramics plant and machine shops to build machinery for the local rubber industries. To connect these enterprises with the local rail network, he filed articles of incorporation to construct a railroad within the community of Barberton to a connection with the Cleveland-Columbus main line of the New York, Pennsylvania & Ohio (later PRR). His road opened for operation on July 12, 1892, as the Barberton Beltline Railroad Company.

A few years later, on March 3, 1896, construction was started from Barberton to a connection with the Cleveland, Lorain & Wheeling (B&O) about seven miles southwest at Warwick—the line made it only a mile or so to the National

SY REICH

THE A&BB BALDWINS were painted black with yellow frames, cabs and end panels; S12 27 is shown at Barberton in the late 1960s. SW1500s 1501 and 1502 were idling in the morning light in September 1983 at the refurbished servicing facility in Barberton.

Sewer Pipe Company (now American Vitrified Products Co.) and never was completed to Warwick.

Meanwhile, the Cleveland, Barberton & Western Railroad incorporated on October 23, 1899, to build a railroad south from Cleveland through Cuyahoga, Summit and Wayne counties to Creston. The only part of the railroad to be actually constructed, however, was a seven-mile stretch northward from Barberton to the Northern Ohio Railway (later Akron, Canton & Youngstown) near Fairlawn, at a place known as Barberton Junction or Belt Junction.

Two years later, the Barberton, Akron & Eastern Beltline Railway Company incorporated with the intent of building a railroad from Barberton eastward through Akron to Youngstown. This company never began operation, however, for on May 6, 1902, under the direction of Ohio C. Barber, it was consolidated along with the Cleveland, Barberton & Western and the Barberton Beltline into the new Akron & Barberton Belt. The articles of incorporation of the A&BB were ratified by the stockholders of the three respective companies on May 3, 1902, and filed with the Ohio Secretary of State on May 6.

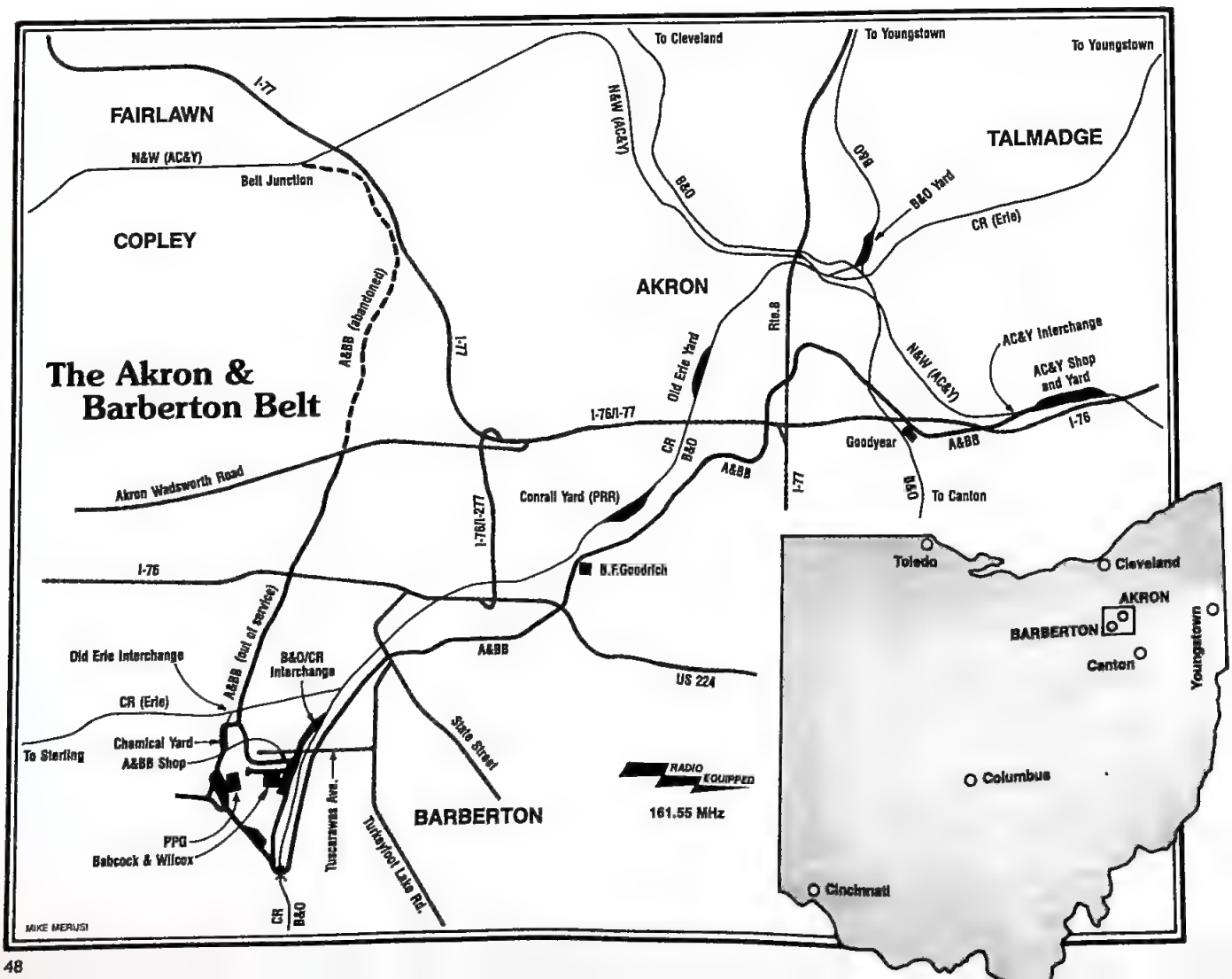
On May 13, 1902, Barber made an agreement with the Pennsylvania, Erie, Northern Ohio and B&O for the sale of his new A&BB to the four companies jointly for a sum total of $1 million cash. A short time later the new owners had the A&BB bonded for $3 million, and Mr. Barber became very upset that he had taken what appeared to be a $2 million loss on the value of his railroad!

The new owners completed the line northeastward from Barberton to East Akron in the latter part of 1902, and on January 1, 1903, records show the railroad as having 23.15 miles of main line and 11.45 miles of sidings and yard tracks. The last expansion of the A&BB came on March 17, 1905, when it purchased the Barberton & Southern from Columbia Chemical Company and added to its Barberton trackage the B&S's 1.77 miles from a connection with the PRR to a connection with the Erie.

During World War I the A&BB, along with the other railroads in the country, was operated by the U.S. government until March 1, 1920, when it was returned to private control. From the mid-1930s into the early 1970s the railroad's traffic grew because of new companies locating on line and thriving business from its traditional shippers.

Little has been written about the A&BB in the steam era, and no steam rosters have been published in the usual railfan sources or exist in company files. An entry in the January 1930 *Official Guide* notes "locomotives, 9," and builders a photo taken about that time appears in Fred Westing's book *The Locomotives That Baldwin Built* of A&BB 0-6-0 number 17. The 17 appears to be a near copy of a Pennsy B6sb with typically Pennsy detailing including cab and Belpaire firebox, but as Westing notes, "... one departure was the rather large tender." In addition to its own engines, it is likely that the Belt saw operation from time to time of steam locomotives of its owning railroads—some veteran employees recall seeing AC&Y steam engines running on the Belt.

The A&BB dieselized with four Baldwin switchers (more about these later) between 1942 and 1952. On July 24, 1953, they ran a rail inspection tour over the line for shippers and fans; it was sponsored by the Midwest Chapter NRHS and was the only excursion of its type ever run on the A&BB.



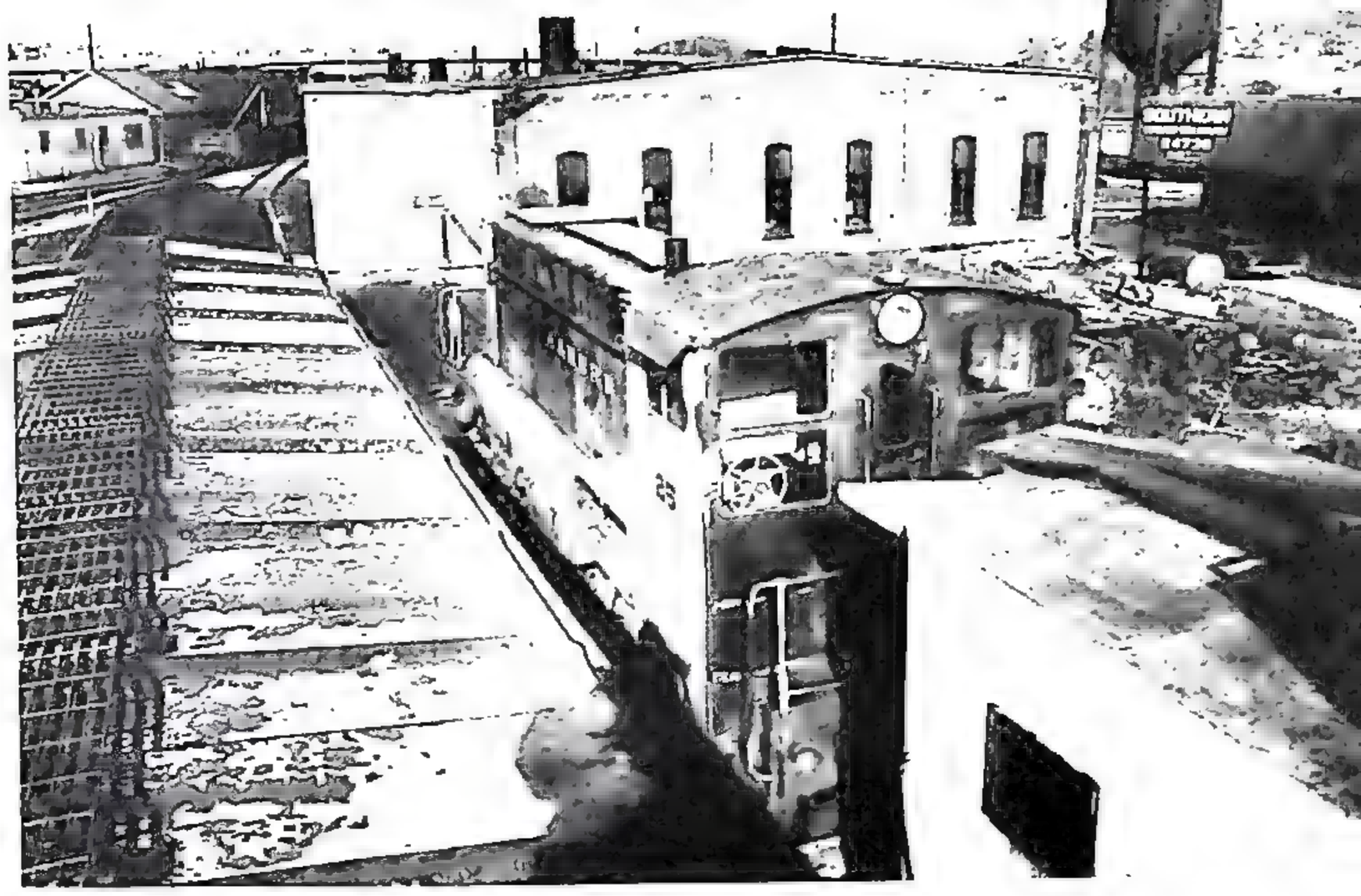
The mergers which began in the 1960s had their effect on the A&BB's four owners. The Akron, Canton & Youngstown was absorbed into the Norfolk & Western in 1964, the Pennsy became Penn Central in 1968, and the B&O became Chessie System in 1972. These were essentially just changes in names, but its creation in 1976 gave Conrail one half control of the A&BB by combining the shares of the Erie Lackawanna and Penn Central.

This restructuring of ownership permitted the Belt to reduce some redundant trackage. In 1976 the EL interchange on the north side of Barberton was removed, and all Conrail interchange was shifted to the old PRR connection near the shops. In 1977 the interchange at Fairlawn with the AC&Y was closed and about four miles of track at the Fairlawn end of the line was removed (the remaining three miles of the Fairlawn line are intact but remain unused above Barberton). This reduced the A&BB's interchange points to two: B&O and Conrail at the shops in Barberton and the AC&Y (N&W) on the east side of Akron.

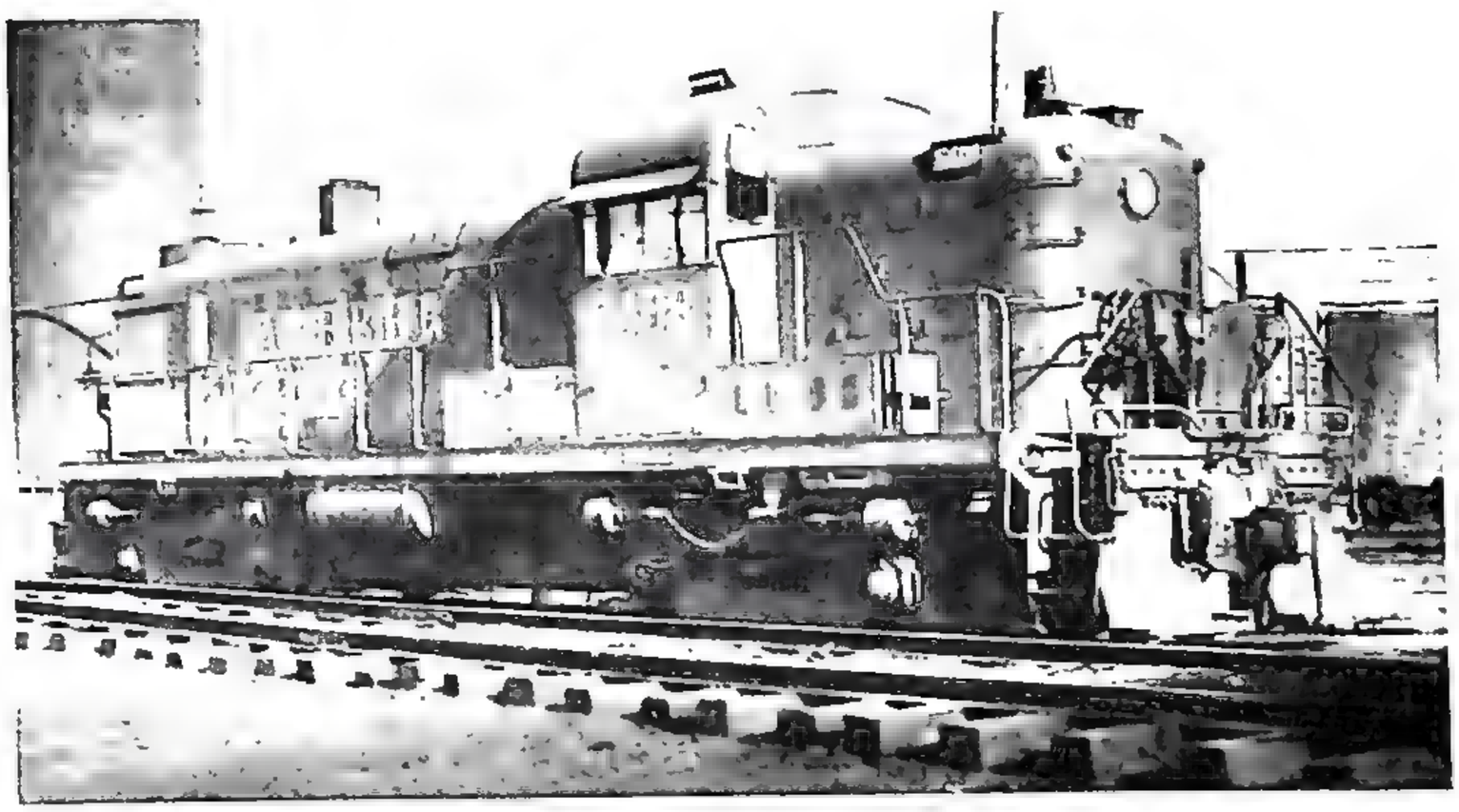
Motive power

The Belt has had an unusually interesting motive power history in its diesel years, and unlike the almost complete lack of steam era information, they have been well documented. The A&BB has had a sampling of every major builder on its line except General Electric. The road began to dieselize in March 1942 when Baldwin VO-660 25 arrived on the property, followed by Baldwin DS4-4-10 26 in March 1948. Baldwin S12 27 arrived April 1951, and dieselation was completed with the delivery of S12 28 in July 1952. The Baldwins were painted black with yellow cabs, frame stripes and panels on the sides of the front of their hoods. In the early 1960s the Belt bought RS3 5408 from the Pennsy, and it kept its black color and number 5408 but was lettered A&BBRR. Until the early 1970s, these five units took care of most of the Belt's motive power needs. When traffic warranted, an extra unit or two would be leased from one of the owning roads; Norfork & Western would usually send Alcos, while the B&O and Pennsy/PC units were generally GP7s and GP9s. Although not as frequently, AC&Y Fairbanks-Morse units did run on the Belt's track, and at least one Erie Lackawanna RS3 found its way onto the line.

Aside from leased units now and then, the Belt's stable of four Baldwins and one Alco remained intact until 1970. The years 1971 and 1972 were not the best of times for the Belt. The closing of the soda ash operation at the Pittsburgh Plate Glass' Barberton plant caused a drop in car loadings from 165,000 cars a year in 1971 to approxi-

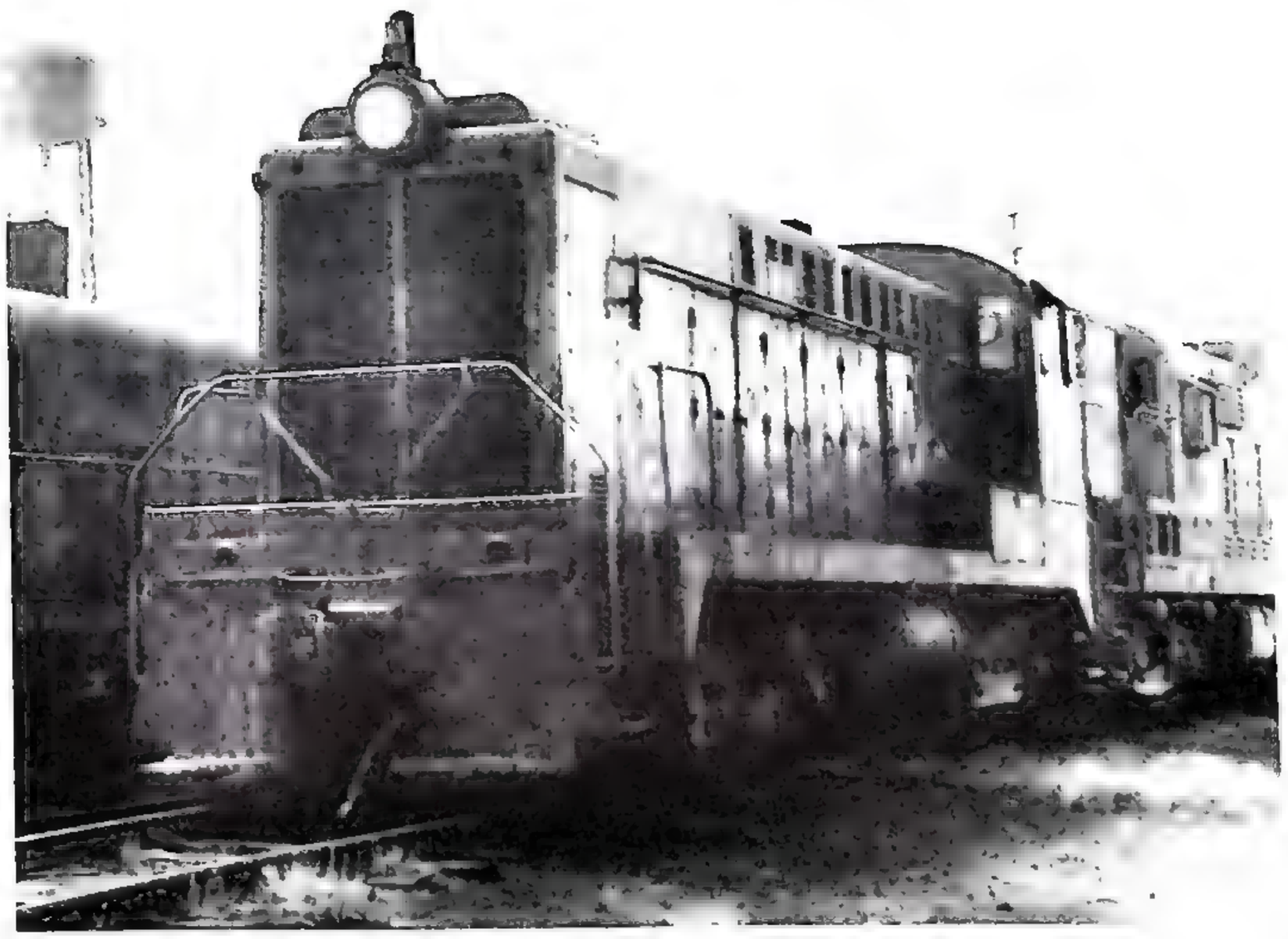


THE BARBERTON ROUNDHOUSE was still in use in November 1968 when Baldwin 25 and the old home-made caboose were outside along with RS3 5408 in PRR black with yellow A&BBRR lettering. About that time, A&BB 26 **(bottom)** posed with AC&Y 207.



TWO PHOTOS. J.M BOYD

BOB FARKAS



mately 24,000 cars in 1972, making many of the A&BB units surplus. In 1971, the Belt decided to replace the Baldwins and go to strictly leasing their motive power on an as-needed basis.

The cutting torch put an end to the four Baldwins and the lone RS3 in July 1972, when they were cut up at the Barberton shops and hauled away in gondolas. From that time until October 1982, when the Belt once again purchased its own power, it leased a wide variety of units ranging from ex-NKP Alcos to PNC Geeps and ex-ITC SW1200s.

The first leased units consised of four N&Ws: an RS11, RS3, S4 and a GP7. These were leased in 1971 and remained on the road until mid-1972. The A&BB then contacted Precision National Corporation, and for the next eight years leased PNC units would be the rule. The first PNC unit to arrive was 1502, an ex-Frisco GP7, followed by PNC 1703, an ex-C&O GP9, and PNC 1508, an ex-N&W GP7. All three units wore the PNC green and yellow livery and no markings were ever applied to them to identify the road they were working for. PNC 1508 stayed on the Belt only a short time; when it was found that three units were not needed, the 1508 was returned to PNC in early 1973. PNC 1502 and 1703 stayed until 1978 when they were replaced by two more PNC GP7s, 434 and 4201. PNC 4201 started life in 1950 as D&RGW 5102; then it became Rock Island 4201 and finally went to PNC. The 434 was also Rock Island before becoming PNC. Both of these units also wore the PNC green and yellow livery.

For the eight years following 1972, the only thing that would give you a hint as to what railroad was rolling past your car window or was switching your plant was a red caboose stenciled A& BBRR in yellow. Just when it seemed like it was going to be leased green and yellow PNC geeps forever, things took a change. During April and May 1981 the Plain-Jane PNCs started to take on some extra lettering. As time permitted, an employee-designed Belt Line herald was applied in place of PNC's round insignia on the nose and the sides of the cab. The two Geeps were becoming a little more personalized for the road on which they had run for so long. Why, they even received nose and frame striping! Could it be that after nearly ten years the Belt was becoming a "visible" railroad again? Employees and local railfans agreed: it was great to see the name on the Belt's equipment once more. As it turned out, this was just a sign of things to come.

It was not long after the PNC units were lettered that the news came that they were to return to Mt. Vernon as soon as the Belt could find replacements. Conversations with Belt Line personnel confirmed that the railroad was looking for units to *purchase* not just to lease. This hunt for their own motive power would take a while; being a smaller road, it would be a major purchase. A lot of shopping around would have to be done to find just the right power for the right price. The search went on leading the Belt's people from Allentown, Pa., to Chicago, Kansas City and elsewhere. In the interim, the Belt leased a trio of interesting units.

The first engine came Morrison-Knudsen of Boise, Idaho. It was a rebuilt GP7 that had quite a history. It started life as P&LE 1530, and after being rebuilt by M-K in December 1979 to a GP7u and renumbered 4102, it went to the Wabash Valley at Decatur, Illinois. It then was returned to M-K and chop-nosed, returning to the WVRR as 4302. After the WVRR went under in March 1981, the unit boomed around and eventually arrived on the Belt in May of 1982. It worked the Belt until July 1982, when one unit could no longer handle the traffic. The Belt struck a deal with M-K for storage of the unit on the property, as the lease market was slow at the time.

Two replacement units arrived in

A&BB All-Time Diesel Roster

NUMBER	BUILDER	MODEL	BLT.	B/N	NOTES
25	Baldwin	VO-660	3/42	64244	Bought new, scrapped by A&BB 5/72.
26	Baldwin	DS4-4-10	3/48	73605	Bought new, scrapped by A&BB 5/72.
27	Baldwin	S12	4/51	75028	Bought new, scrapped by A&BB 5/72.
28	Baldwin	S12	7/52	75316	Bought new, scrapped by A&BB 5/72.
5408	Alco	RS3	4/51	78582	Bought from PRR 1964, (PRR 5408), scrapped by A&BB 5/72.
1502	EMD	GP7	12/50	13533	Leased PNC (ex-Frisco 541), returned 1973.
1508	EMD	GP7	9/50	11995	Leased PNC (ex-N&W 3452), returned 1973.
1703	EMD	GP9	6/56	21712	Leased PNC (ex-C&O 6075), returned 1978.
4201	EMD	GP7	10/50	11426	Leased PNC (ex-RI 4201, nee D&RGW 5102), returned 1981.
434	EMD	GP7	8/50	11686	Leased PNC (ex-RI 434), returned 1981.
4302	EMD/M-K	GP7u	9/51	14576	Leased M-K (ex-WV 4102, nee P&LE 1530), returned 10/21/82.
1205	EMD	SW1200	11/55	20670	Leased N&W 7/82 (ex-ITC 1205, black), returned 10/19/82.
1210	EMD	SW1200	11/55	20765	Leased N&W 7/82 (ex-ITC 1210, green), returned 1-/19/82.
1501	EMD	SW1500	6/66	32159	Bought from Conrail 10/82 (ex-CR 9601, nee IU 23 and IU 200).
1502	EMD	SW1500	11/67	33541	Bought from Conrail 10/82 (ex-CR 9602, nee IU 24).

COMPILED BY Doug Edwards and Roger Durfee from A&BB sources.

Diesel units operated by A&BB

This list of diesel units which have worked on the A&BB was compiled by employee Eli Good, who recorded the numbers in his time book each time he spotted a new unit on the railroad. Some of these units were used for only a day or so, while others were on long-term lease or owned by the railroad. The units shown in **bold** type are confirmed as having being leased to A&BB by N&W motive power sources. The N&W notes that only the 2547 and 2548 were on "long term lease" to the A&BB.

A&BB 25, VO660
A&BB 26, DS4-4-10
A&BB 27, S12
A&BB 28, S12
PRR 8877, S1
PRR 8837, RS3
PRR 8908, RS3
PRR 5408, RS3
A&BB 5408, RS3
PC 9019, SW1200
PC 8011, BLW S10
PC 5565, RS3
PC 5444, RS3
PC 5449, RS3
N&W 2548, RS3
N&W 2547, RS3
AC&Y 206, H16-44
AC&Y 207, H16-44
N&W 2535, RS3
N&W 2464, GP9
N&W 2403, GP7
N&W 3323, S4
PC 9054, SW1200
N&W 2423, GP7
N&W 2869, RS36
N&W 2439, GP7
N&W 2551, RS3
N&W 2440, GP7
N&W 2437, GP7
N&W 2416, GP7
N&W 2550, RS3
N&W 2557, RS3
N&W 2559, RS11
N&W 2855, RS11
N&W 2526, GP9
N&W 2860, RS11
N&W 2543, RS3
N&W 2544, RS3
N&W 2862, RS11
N&W 2541, RS3
N&W 2506, GP9
N&W 2577, RS11
N&W 2483, GP9
N&W 2458, GP9
N&W 654, GP9
N&W 2858, RS11
N&W 2422, GP7
N&W 2414, GP7
N&W 2415, GP7
N&W 2414, GP7
N&W 2069, S4
N&W 2071, S4
N&W 2072, S4
PNC 1502, GP7
PNC 1508, GP7
PNC 1703, GP9
EL 1026, RS3
N&W 628, GP9
N&W 2049, S4
N&W 873, GP9
N&W 622, GP9
N&W 2533, GP9
N&W 2108, SW8
N&W 2430, GP7
N&W 2865, RS36
N&W 943, GP18
B&O 5622, GP7
PNC 4201, GP7
PNC 434, GP7
B&O 6611, GP9
CR 7085, GP9
CR 7026, GP9
CR 7332, GP9
MK 4302, GP7u
N&W 1205, SW1200
N&W 1210, SW1200
CR 9601, SW1500
CR 9602, SW1500
A&BB 1501, SW1500
A&BB 1502, SW1500

TWO PHOTOS: ROGER DURFEE

LEASED ITC SW1200S 1205 and 1210 pass the Firestone Rubber Company clock tower just off Main Street in Akron in October 1982. Precision Geep 4201 **(bottom)** is viewed from the Tuscarawas Avenue bridge with the engine facility at right and B&O at left.

July 1982, and in keeping with past practice, they, too, were a little more than just ordinary engines. N&W SW1200s numbers 1205 and 1210 were ex-Illinois Terminal units, and the 1210 still retained its ITC "Tri-X green and yellow" paint. The 1205 had been repainted black just a short while before and could very well be one of the last units to receive the block NW image before the road went to spelling out its name on the long hood of its new and repainted engines.

Talk with several Belt Line people brought to light the fact that their experience with Geeps hadn't been all good. General opinion among the crews was that the Geeps' pulling power was not up to snuff, especially when compared to the old Baldwins. The other major factor was track. The Belt has many tight curves and some light rail in places, and those Geeps were *hell* on the track, according to one source. The SW1200s seemed to take to the track better, but a little more horsepower was needed.

In October 1982 the Belt's search for new power ended with the purchase of two Conrail SW1500s: 9601 and 9602, both of which are formerly Indianapolis Union units. Conrail had a power surplus and was selling off many units, so the Belt took this opportunity to pick up the type of engine they wanted at a price more reasonable than new power.

These two engines put in many years in the Indianapolis area, but the Indianapolis Union had became a victim of Conrail's creation in April 1976. Prior

to Conrail, the IU 23 had been painted up red, white and blue and numbered 200 to commemorate the Bicentennial. Shortly after Conrail's takeover of the IU, the 200 was painted blue and renumbered 9601. Number 24 followed shortly, becoming blue and renumbered 9602.

After their arrival at Barberton, each unit got the once-over, getting things like a good washing, filter changes and electrical checks. Both units would be renumbered and painted as time permitted. The 9601 would become A&BB 1501 and the 9602 the 1502.

Shortly after the SW1500s arrived, the ex-ITC and the M-K units were shipped back to their respective owners, but for a few days the Barberton yard looked like a used locomotive dealer's lot, with two Conrail SW1500s, two N&W ex-ITC SW1200s and an M-K GP7u. Once the SW1500s were deemed acceptable, major work was started to improve them. Such items as a Kim hot start oil and water heater were installed on both units. Nathan five-chime horns have been added to the 1501 already, and will be installed on 1502. In late November 1982 the Conrail 9601 disappeared into the shop. It emerged the 18th of December, 1982, in a sharp new A&BB scheme of yellow, red, black and silver—this was reportedly influenced by the M-K paint scheme, and it fits the SWs just fine. The unit was named *Joann* after Joann Ruff, the wife of the Belt's president. On the evening of December 18, 1982, Mrs. Ruff christened her namesake with a bottle of champagne. Once again the Akron & Barberton Belt name adorned one of their own engines.

ROGER DURFEE

Operations today

Current day operations call for only one crew and one unit most of the time. The recession has eaten into the Belt's traffic, just like every other railroad. A crew will usually go to work between 3:00 and 4:00 o'clock in the afternoon, Monday through Friday. The Belt has been a 2nd Trick road for many years, and its shippers seem to prefer being switched this time of day. What the crew tackles first depends on several things, but they usually will go into the Babcock & Wilcox plant first if the need is there to drop or pick up a car. Then it's off to the joint B&O-Conrail interchange, about half a mile north of the shop/office complex. On returning to the yard, any cars bound for the Pittsburgh Plate Glass Chemical Division (PPG) and other west Barberton receivers are sorted out and made into a train. The cars from last night's return run from Akron are sorted and split up for either Belt Line receivers or interchange with the B&O or Conrail. Once everything is straight, it's off to the Chemical yard adjoining the PPG Plant. In a better economy, an earlier run would go out to PPG first and would meet the late train at the Chemical yard. This is a good spot to photograph the Belt Line, but watch out, as they do a good bit of switching here and railfans must *not* venture into nearby PPG property. When two crews are working and the meet is complete, the one train will return to switching PPG and the other will head back to the shop to make up the train to Akron. Now, with only one crew working, they will switch PPG and then return to assemble the Akron train back at the shop area. Once together, the Akron train leaves Barberton by going south in order to head north for Akron. This strange move is to get the Belt's track up and over the joint B&O—Conrail main.

During the longer months of summer, the early part of the run into Akron can be photographed in daylight. While not common, the Akron run has occasionally been made before going to PPG, allowing for a good chase in the daylight. Following the Belt Line anywhere through Barberton or Akron is not too difficult, since they are a switching road with many tight curves and some light rail to keep the trains at a steady but "reduced" clip. One other factor contributing to the line's slower speed is grade crossings. In 12.6 miles of main line track there are 64 road crossings, more per mile than any other railroad in the country: an average of five per mile. Some of them result in the train coming out from between buildings just long enough to cross a busy street. Even if one loses sight of the Belt's train while following it, the constant sounding of the horns for the crossings will clue you in as to where the train is. There are several small bridges on the line, with one of the more interesting ones going right through the Goodyear Tire & Rubber complex in East Akron and over B&O's line to Canton. Just before reaching the N&W (AC&Y) interchange, the Belt ducks under Martha Avenue in what could be considered the line's only "tunnel"!

The Belt interchanges a fair number of cars with the former AC&Y, approximately 2,000 cars in 1981. In years past the Belt's rare Baldwins would often meet equally rare AC&Y Fairbanks-Morse units here. The AC&Y shop just east of the small exchange yard will on occasion play host to Belt Line equipment when a unit has to be turned (A&BBRR has no turntable) or something needs done mechanically that the Belt Line can't do in its own shop.

The Belt does virtually all of its own locomotive maintenance, sending out only the very heavy work. Acee Alexander, the locomotive maintenance foreman, is quick to point this out. All equipment is painted here, and recently the cabin car received a major overhaul inside the new shop. One only has to look around to see the pride the Belt's people take in their work. The shop area is clean and well organized, and there is even a space alotted for the track maintenance trucks to be brought inside. The Belt has a small group of track workers that do virtually all track work needed on the line.

There are many industries along the line between Barberton and East Akron, and any one can be switched as needed while going from or returning to Barberton. Some of those that receive more rail shipments than others are United Energies, Akro-Mills, B.F.Goodrich Chemical, and Goodyear Tire & Rubber. Once back from Akron, the crew will cut the power off and shut it down for the night. If below 40 degrees in temperature (this happens often in northeastern Ohio!) the unit is plugged

into the electrical heater so fuel is conserved.

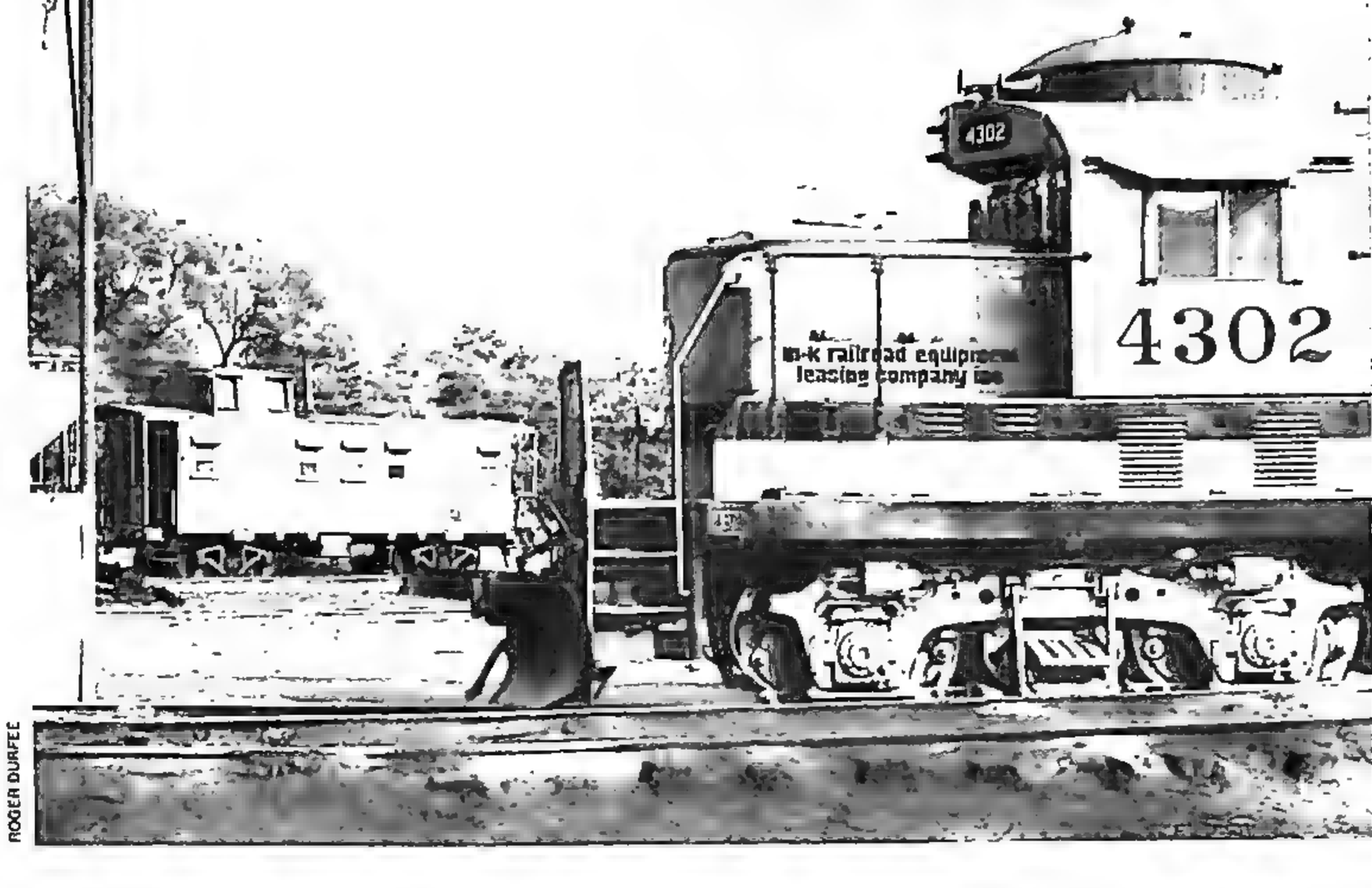
That is a basic outline of current operations. Keep in mind that as the economy picks up the second crew should be put back on, putting both units to work. As of Labor Day 1983, however, only one job was working.

There are two on-line companies that have their own switching operations. Babcock & Wilcox and Pittsburgh Plate Glass Chemical Division, both of which have interesting units. PPG is the largest shipper and owns a GE-95 ton switcher, number 9, built in February 1951. It was painted Bicentennial colors in early 1976 and still wears the somewhat-faded Bicentennial livery. It can usually be photographed about 9:00 a.m. Monday through Friday when it comes out of the plant and across Wooster Road West to the scale house in the chemical yard.

B&W also owns a very rare Whitcomb-designed, Eddystone-built S3 50-ton endcab built in September 1954. The unit wore Bicentennial colors from 1976 until early 1982, when it was painted into the normal B&W yellow. It usually works deep inside the plant but occasionally comes across Second Street near the A&BB shops while going to another part of the plant but it appears with no regularity of time or even days. Photographing this unit is very difficult because security at B&W is very tight.

Future

What does the future hold for the Belt? By most indications things are looking up. One big factor in the line's turn-around was William Frederick, Jr., becoming the general manager on January 1, 1980. In the two years since he took over, there has been an almost complete reversal in the line's image of the previous decade. He states that the right-of-way was the major problem when he took over, and a decision had to be made to give it one more try as an independent or throw in the towel to



ROGER DURFEE

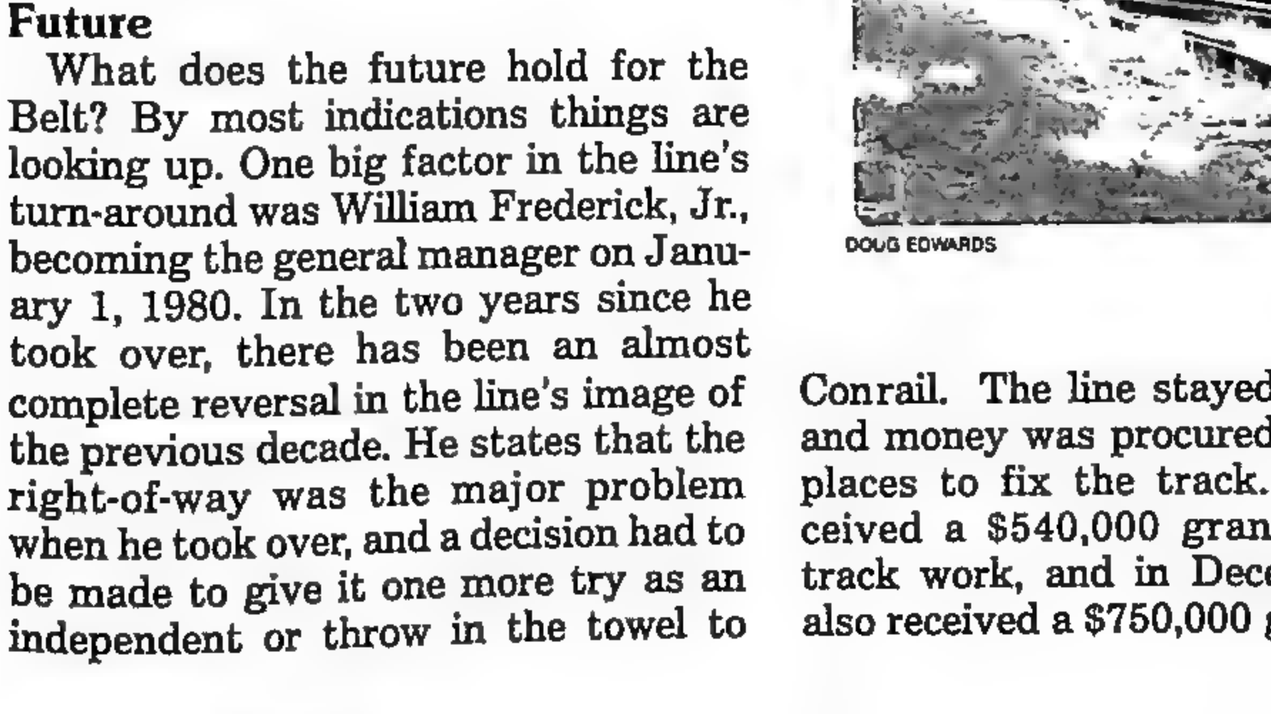
MORRISON-KNUDSEN'S colorful Geep 4302 (left in Akron and above in Barberton) inspired the new A&BB scheme. It first appeared on cabin car 1, shown with the 4302 in red with yellow lettering, and below repainted on October 19, 1982, with Conrail blue 9601.

DOUG EDWARDS

Conrail. The line stayed independent, and money was procured from various places to fix the track. The Belt received a $540,000 grant in 1980 for track work, and in December 1982 it also received a $750,000 grant from the Ohio Rail Transportation Authority for track work in the Barberton area.

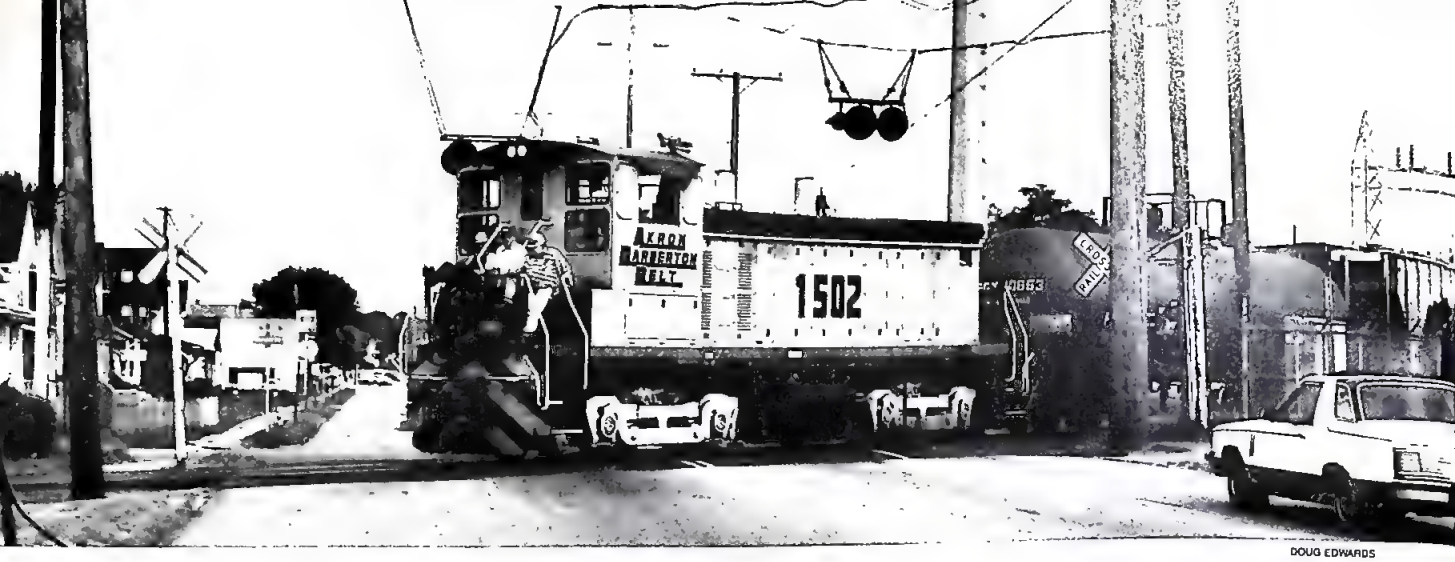
The Belt's engine house was—to put it nice—not *safe* to put an engine into! The old building was razed in 1981 and replaced by a new enginehouse and

BABCOCK & WILCOX



DOUG EDWARDS & GEORGE CHEATWOOD

INDUSTRIAL UNITS along the A&BB include Babcock & Wilcox GE 8188 (left) deep in the plant in February 1983, and PPG 70-tonner 9 (above) working the chemical yard.



DOUG EDWARDS

SW1500 1502 crosses one of the many streets in Barberton working near the chemical yard in October 1983. Colorful cabin car 82101 (bottom) posed on a winter 1983 night.

shop. Seeing that this was a good time to get a bargain rate from a construction company helped. With the building trade down in the dumps, it wasn't too hard to come up with a good price on the new enginehouse and shop just to keep the construction people working. Other factors helped get most buildings and the fuel tank a new coat of paint.

To help keep its own employees working, a rebuild program was begun on the Belt's one and only piece of rolling stock, cabin car number 1. This cabin car has just as colorful a history as many of the engines that have run on the Belt. It started life as a Canadian National van and was sold to the Lehigh Valley in the late 1940s. The Belt purchased the caboose from the LV in 1962, and it was subsequently equipped with trucks marked U.S. NAVY off a Navy boxcar that is now used as a storage shed. In 1982 the 1 was completely stripped and rebuilt inside and out and became the first piece of equipment to wear the new yellow scheme that now adorns the SW1500s. It was renumbered 82101 (for 1982/October/no. 1) and normally brings up the rear of all trains running the main line between Barberton and Akron.

The Belt had at least two more cabooses—cabin cars—within recent memory. One was a second-hand buggy that employees suspect was of Pennsy origins, but the company files aren't specific on this point, and it was apparently scrapped shortly after the 1 arrived in 1962. The other caboose, an ungainly homebuilt creation with sheet steel sides and a very faded yellow color, lasted until the demise of the Baldwins about 1972.

The creation of Conrail in 1976 reduced the A&BB's owners from four to three with Conrail picking up the Penn Central and Erie Lackawanna shares; Chessie and Norfolk Southern control the other two shares. While independent, the Belt still could be faced with the possibility of the owner roads getting together and liquidating the line (as the ITC was absorbed by N&W). The most likely road to take over would be Conrail, but so far the Belt has been successful at keeping the wolf on the other side of the door. General Manager Frederick states that the future looks secure for now; as for the possibility of the Belt expanding, he offers no comment—but does so with a smile. Knowing his energetic style, things could be very interesting for the Belt's future, with a good deal of recently abandoned trackage in the Akron area that still has some business potential for a lean and eager operator. It's too bad one of the old Baldwins isn't around to receive the modern Belt image! ⊂

DOUG EDWARDS & GEORGE CHEATWOOD

KERMIT GEARY, JR

Susquehanna over Starrucca

by Jim Boyd

The New York, Susquehanna & Western has seen its share of hard times. It stretched from New Jersey's industrial waterfront on New York Harbor out through suburbia to the rolling hills of the Delaware River valley and westward connections with the likes of the Lehigh & New England, Middletown & Unionville and New York, Ontario & Western—a list of early losers in the context of modern day railroading if there ever was one. A subsidiary of the Erie since 1898, the NYS&W looked like a miniature Erie through its steam days with Russian Decapods and Erie 4-6-0s and Stillwell coaches. It became independent of the Erie in 1940 and dieselized with Alco switchers and RS1s. One by one its west end connections went belly-up as its own Wilkes-Barre & Eastern folded along with the O&W and—in 1961—the L&NE.

In the mid-1960s the NYS&W bought three new low-nose GP18s in a handsome yellow and black paint scheme, dumped its commuter service, and pulled its west end back to the L&HR connection at Sparta Junction. In 1971 a washout severed its western connections with the L&HR and the CNJ at Green Pond Junction (the CNJ abandoned that line shortly thereafter, and the NYS&W has gone no further west than Butler since then).

In 1976 the NYS&W went bankrupt but somehow managed to avoid inclusion in Conrail. Lacking money to buy repair parts for its failing locomotives, burdened with a double-tracked and fully signalled main line that was deteriorating into the very earth and beset with a management that had done its best to plunder the railroad's assets, it looked like the end had come for the ol' Suskie.

Probably the all-time low point for the NYS&W came in mid-1979 when it leased one of its prized GP18s to an equipment dealer in an effort to raise some cash and found its 1804 wandering around the Midwest on the Rock Island and C&NW while a judge back home gave permission for the railroad to be dismantled.

TWO PHOTOS MIKE GROUT

PHYLLIS CHAPLIK

Then on May 29, 1980, the NYS&W was ordered to be sold to the Delaware Otsego Corporation of Cooperstown, N.Y. DO's energetic young founder, Walter Rich, saw the NYS&W as a potentially profitable foundation for his handful of short lines scattered through the Northeast. Focusing his efforts on rehabilitating the NYS&W and turning it into a tightly-run and profitable venture, Rich breathed new life into the Suskie.

It was his acquisition of the former DL&W Syracuse and Utica branches above Binghamton, N.Y., in April 1982 and operating them as the "NYS&W Northern Division" that really put the Suskie back on the map, though. The maroon and gold Delaware Otsego colors were replaced on equipment systemwide with NYS&W's traditional black and yellow (although many maroon units still remain), and DO embraced the NYS&W image and name as its own.

To connect his NYS&W Northern Division with its home New Jersey Division, Rich worked out an agreement with Conrail for trackage rights over the old Erie Delaware Division main line between Binghamton and Passaic Junction, N.J. For a flat fee per car, Conrail handles traffic between the NYS&W's two divisions in its own regular freight trains (this route also includes a connection with DO's Lackawaxen & Stourbridge operation in Pennsylvania). However, in the trackage right agreement is the stipulation that if the NYS&W accumulates 50 or more cars, it can operate the train with its own motive power and get a reduced rate.

The first such "haulage train" took place on July 16, 1983. To power the train, the NYS&W sent two GP18s up from New Jersey to join two of the big Alco C430s already in Binghamton (the NYS&W had acquired a V&M ex-LIRR high nose C420 and ex-L&N low nose C420 along with five ex-NYC/PC/CR C430s and a couple of used RS3s for its expanded system).

Seventy cars of mixed freight were

THE SUSQUEHANNA colors never looked finer than on July 16, 1983, when the first "haulage train" struck the classic pose atop Starrucca Viaduct (left). Another view of this same moment is on page 55. A short while later things weren't quite so grand, as failure of two units caused the train to have to double the hill to Gulf Summit (above). The second haulage train ran on August 9, with five Alcos and a GP18 approaching Otisville Tunnel above Port Jervis, N.Y. (below) in bright morning sunlight. A color view is on page 75.

made up in Binghamton and headed east over the old Erie main line in late afternoon with Conrail crews and a Conrail caboose. The power consisted of GP18s 1802 and 1804 followed by C430s 3006 and 3000. They made a grand sight howling over Starrucca Viaduct in a symbolic gesture of triumph as the NYS&W herald paraded on the hallowed ground of the long-departed Erie.

The triumph was short-lived, however, as the 3006 gave up the ghost and died—maybe overwhelmed by the emotion of the moment—causing the train to stall on Gulf Summit grade. The 3006 was restarted, but the Erie won the game when 1802 overheated and they finally had to double the hill. The first haulage train made home track at Passaic Junction about 6:00 the next morning.

A shipment of welded rail to N.J. Transit prompted the next haulage train in early August. The railfan grapevine got wind of the train, but the railroad was driving the fans nuts by constantly shifting the date and call time—it was nothing malicious towards the fans, the railroad was simply adjusting its plans as locomotive and manpower needs changed elsewhere on the system. When the train did finally come together, it turned out to be a beauty. Four C430s would be in the lead (3000, 3006, 3002 and 3004) with GP18 1804 and maroon high-nose C420 2002 trailing. But it didn't get rolling until 2:00 o'clock Tuesday morning, August 9, and the Alcos traversed Starrucca in the darkness. It was 10:00 a.m. when they got out of Port Jervis, however, and beautiful weather rewarded those few fans who could get away from work to follow the train. A six-unit Susquehanna freight with four C430s in the lead, churning over the Erie in 1983. Who would possibly have imagined such a sight even in the most optimistic moments of 1980? Probably only Walter Rich himself.

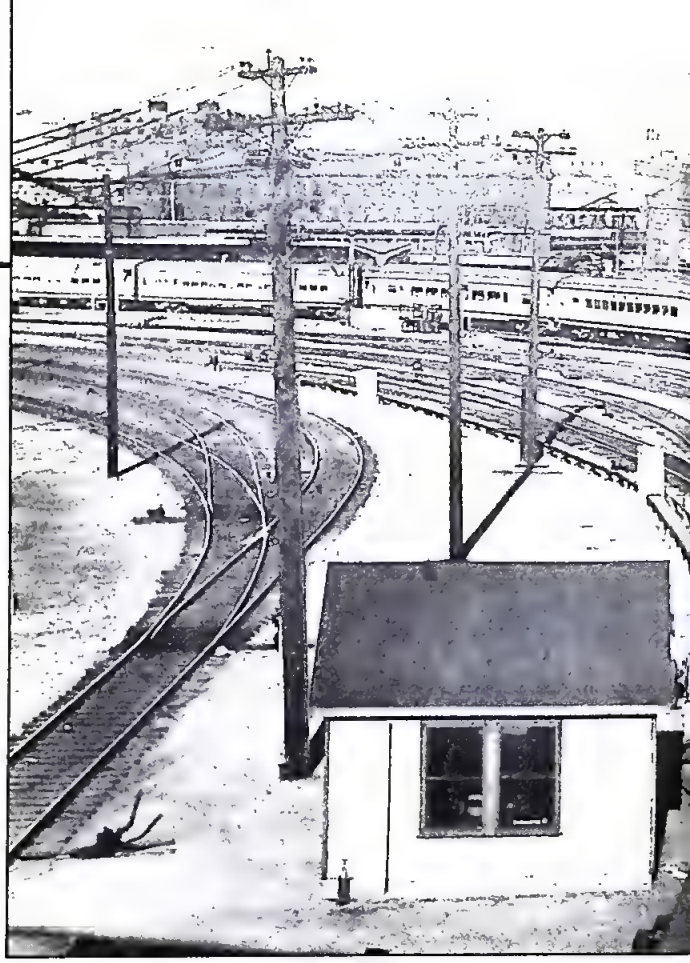
Since the first two, other haulage trains have been planned and run, and no doubt more will come in the future. In October 1983 the NYS&W began leasing its C430s to the power-hungry D&H on weekends, and they've been seen regularly in service between Binghamton and Buffalo (the only place the lease permits them to be run). This has scrambled some planned haulage trains, but it has permitted the C430s to really stretch their legs on the type of main line manifests for which they were designed by Alco.

Those who understand the historic relationship between the Susquehanna and the Erie can most supremely appreciate the image of a trio of Suskie Alcos smoking up the Canisteo Valley that hasn't seen an Erie diamond in many years. The "S" in the Susquehanna herald could well stand for "Survival!"

Wabash Westward

by Walter A. Appel

A 1962 cab ride on
the westbound *City of St. Louis.*



WESTBOUND NO 209 DEPARTS ST. LOUIS WITH MIXED UP/WABASH CONSIST.

Rain like this was a new experience. It was coming down hard enough to stop even the most dedicated rail photographer. But I had no choice. In order to get to the lead locomotive of Wabash 209-9, *Domeliner City of St. Louis,* I would have to brave the wet. There I was at the end of the trainshed in St. Louis Union Station and two head cars were between me and the pair of spotless E8s powering the train. It was 4:04 p.m. Departure time was 4:05. "All Aboards" were echoing up and down the platform. Off I went. By the time I reached the steps of the trailing unit I was soaked. Rather than attempt to make it to the cab of 1012, the head unit, I opted for trailer 1004, and none too soon. As I closed the door behind me and sat down in the engineer's seat of the blue, white and gray EMD, the ammeter in front of me jumped to 1100 and we began to move west.

Fourteen cars stretched toward the bumping post. In the consist were there baggage and mail cars, coaches, one dome coach, a diner, club lounge and the Pullmans. All were lightweights, and most were painted in Union Pacific yellow, gray and red. A couple of coaches were stainless steel and blue Wabash cars. The *City* was a pool train, and the Wabash accounted for only 278.1 of the 2316 miles to Los Angeles or 2281 to San Francisco. (The UP got the balance of the L.A. mileage, while the San Francisco route was 1218 miles on the UP to Odgen and 285 miles on the Southern Pacific from Odgen to Oakland.) The Wabash started it all with the St. Louis-Kansas City leg, however, and would be my home for 4 hours and 50 minutes.

The date was 30 June 1962, and I was on my way from home in New Jersey to my first active duty station at Stead Air Force Base near Reno, Nevada, and chose to go by train. The St. Louis Gateway gave me a chance to ride the Pennsylvania *Spirit of St. Louis* from Newark, N.J., to St. Louis and visit some family friends in the metropolis of Breese, Illinois, during a one-day layover. The following morning was spent photographing the rainbow of trains that called St. Louis home.

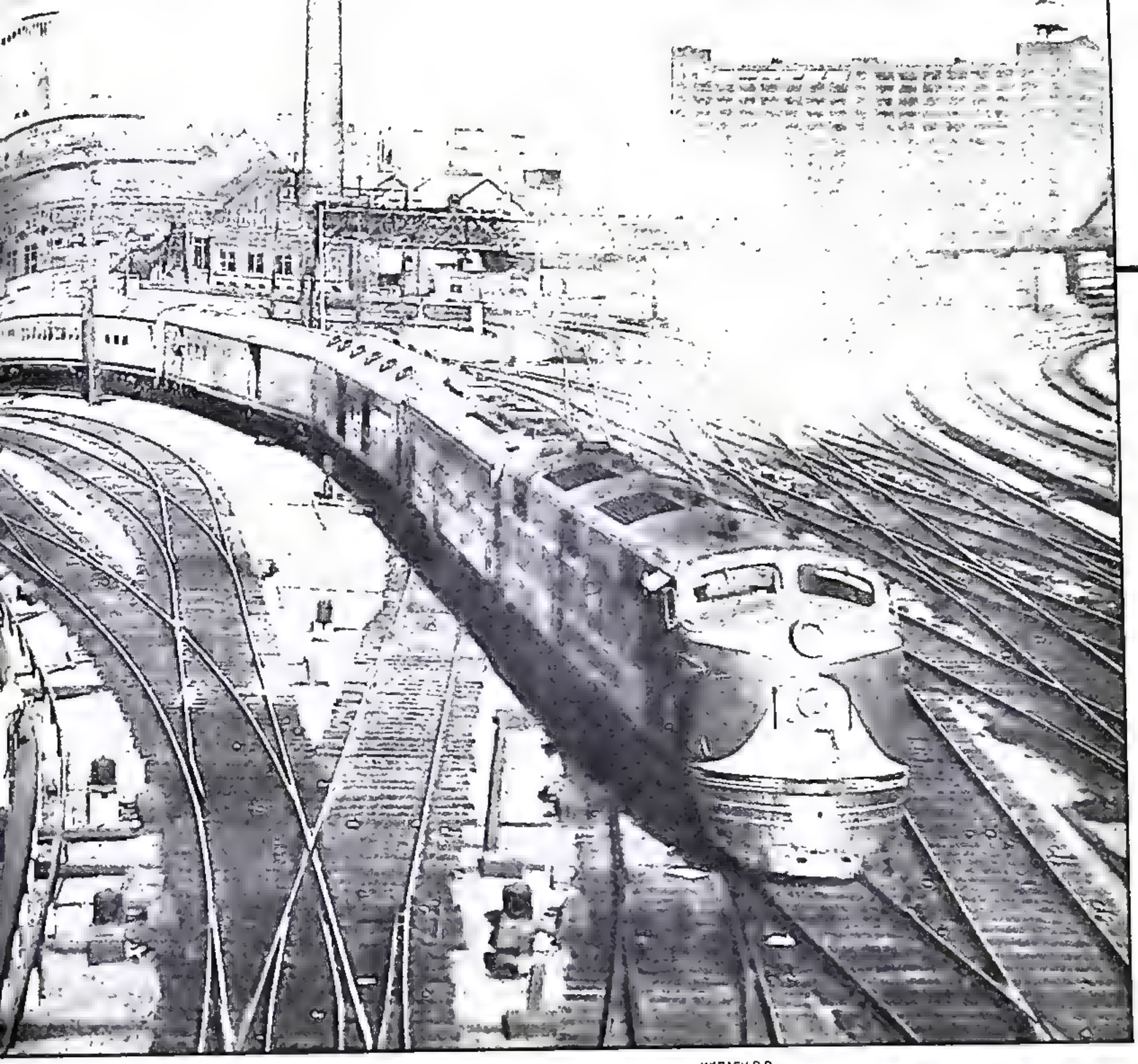
Earlier that day the sun was bright and the sky dotted with clouds as I caught the varnish of the blue and gray Baltimore & Ohio, silver Burlington, blue Missouri Pacific, chocolate and orange Illinois Central, Tuscan Pennsylvania, blue and silver Wabash and maroon and red Gulf Mobile & Ohio entering and departing from the massive arched St. Louis Union Station trainshed. In between main line trains, gray TRRA switchers flitted about.

Having but one major station enabled me to stay in one place for the better part of the day rather than having to run around all over town, as in Chicago, to take pictures. At the time Chicago still had five passenger stations, and I was unfamiliar with the city. Too much time would have been wasted traveling between locations—and knowing my luck, getting lost. So, St. Louis it was. I never regretted my choice.

So there I was, drying off and attempting to get up enough courage to walk through the E units roaring out of St. Louis. I opened the engine compartment door to head up front and was greeted with the blast of wide open 567s that made me think twice. Perhaps it might be better to wait for our first scheduled stop at Delmar Boulevard (suburban St. Louis) when things would be quieter or I could get off and walk up the platform. That made more sense. With that decision behind me, I sat back and watched the intertwined rails of the Mississippi River town unfold before me. We slipped by some very clean gray TRRA Baldwin and FM switchers working coach tracks and then overtook a MoPac fright powered by a set of F units sandwiching a GP7. Delmar Boulevard came up quickly. As we braked for the station, the *Banner Blue* from Chicago was just departing a few minutes late. No time for a head end shot, but I did get the dome observation car with the drumhead as it disappeared in a concerted effort to make up some time.

Now was my chance to make my move to the engine compartment of 1012, but I also had to change film. So, after a new roll was put into the Leica I planned to jump to the platform and run forward. The station stop was very short and we were moving again before I could get down the steps. Time to screw up my courage and face those nasty 567s. Open the door. Go down the steps and calmy walk between the throbbing engine blocks and the walls, through the diaphragm between the units, face two more 567s and attempt to make a graceful entrance to the other manned control compartment. That was the plan. What actually happened was: open the engine compartment door, take off the fogged-up glasses, gingerly creep along the units and then charge into the safety of the engineer's compartment with a great sigh of relief.

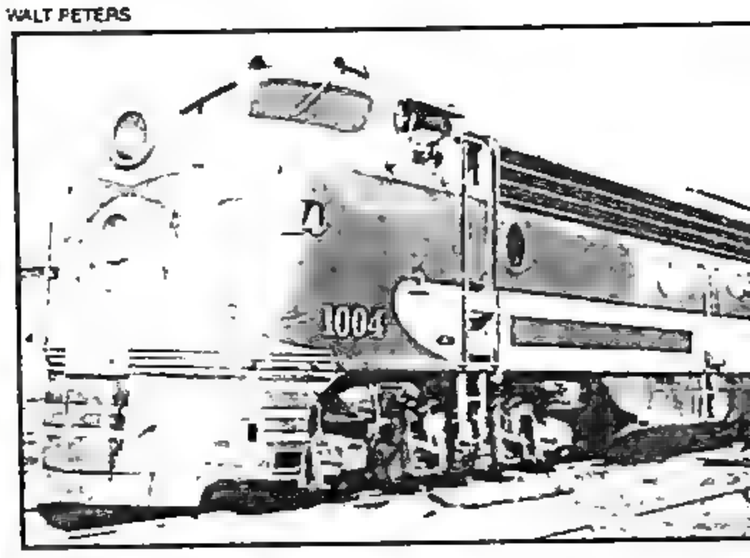
There were three men in the cab of 1012, a blue and gold E8 (the trailing 1004 had been in the traditional blue, white and gray), the engineer and fireman—whose names I made



WABASH R R

Mls.	WESTBOUND		No. 209 Daily.
....	.....	.....	.....
0	Lve. St. Louis (C.S.T.) (Un. Sta.)	City of St. Louis	4 05 P M
5.6	Lve. St. Louis (Delmar Blvd)		4 20 P M
109.1	Arr. Mexico		5 56 P M
123.2	Arr. Centralia		6 12 P M
144.9	Arr. Columbia		7 45 P M
144.9	Lve. Columbia		4 00 P M
147.1	Arr. Moberly		6 36 P M
147.1	Lve. Moberly		6 39 P M
278.1	Arr. Kansas City (C.S.T.) (Un. Sta.)		8 55 P M
.....	.....	.....	.....

WALT PETERS



GEORGE DRAKE, SR.

the mistake of not recording—and M.D. Denbo, the Wabash trainmaster from Moberly, Missouri. Wabash headquarters in St. Louis had kindly granted me permission to ride the cab of the locomotive of number 209-9 in my capacity as a feature writer for the *Newark News*, and Mr. Denbo was to be my official host. He did not see me get on in St. Louis and assumed I had missed the train. No chance, that.

The cab ride was scheduled to last until Mexico, Missouri, 109.1 miles from St. Louis. The weather had now cleared and the view from the cab was beautiful. The well-maintained Wabash right-of-way was neat and clean with almost a knife edge on the pink ballast. Trainmaster Denbo explained that the roadbed was iron ore slag from steel mills over river gravel. Automatic color signals guarded the traffic, and quarter mile markers were on the telephone poles along the track. There were eleven posts to a quarter mile, and white bands on every eleventh pole paid tribute to his statements.

There were no scheduled stops between St. Louis and Mexico. Today, however, we had orders to stop at the flag station of St. Charles. This tidy building was just beyond the end of an impressive bridge over what I recall as being the Missouri River. A good-sized crowd greeted our streamliner at St. Charles.

After the passengers and baggage were loaded on board, the train signal sounded twice and the engineer opened the throttle. The four 567s jumped from idle to 1100 r.p.m., and the traction motors struggled against the inertia of 14 cars. After a brief hesitation after the throttle was opened, we began to move. The indicator in the speedometer marched steadily from 0 to almost 80 m.p.h.

At speed, the ammeter held a steady 500 amps. The ride was smooth as silk as we slowed to 70 for some curves. The train was a graceful arch as we gently swayed into yet another turn. Children along the way waved. Deer and other forms of wildlife looked up as we hurried west. Time and time again the horn announced our approach at grade crossing after grade crossing. Minutes melted away as I drank in the blend of open country, signal lights, opposing traffic and the intelligent conservation of the engine crew and trainmaster.

Single track gave way to sidings, and blue, gray and white Geeps switched local industries. New solid blue U25Bs powered through freights. New Jersey seemed a million miles away in another congested world.

Mexico appeared in view with its cluster of sidings and related activity. I would have to get off there and retire to the mundane world of my fellow travelers in the passenger cars. Roomette 3 in Car 92, one of the through sleepers to San Francisco, awaited my return. The Wabash was a first class property. Its employees were proud to be a part of a major factor in the transportation industry. My notes were not extensive, but the deck of E8s 1012 and sister 1004 gave me an insight into Midwest railroading that will never fade. The red, white and blue Wabash flag flew high on 30 June 1962.

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TRANSIT CURRENTS

Dallas goes for light rail

On August 13, 1983, the voters of Dallas and 13 of its suburbs voted in favor of the Dallas Area Rapid Transit System (DART) by a margin of 101,986 to 73,161. As a result of this vote and the 1% sales tax connected with it, over the next 27 years a 160-mile light rapid transit rail network will be built in the Dallas area. Within three years bus service in Dallas and the other areas voting in favor of DART will enjoy a 100% increase in bus service as a first step in massive transit improvements. The bus system will form a gridwork of service; the rail system will be radial in nature so that the rail and bus services together will form a spiderweb of transit serving the Dallas area.

Dallas and the northern part of the Dallas suburbs voted strongly in favor of DART. Southern suburbs generally voted against the proposal. Those communities that voted against it will have another opportunity in the near future if they should choose to have another referendum and come into DART.

The victory was the result of a strong, sensible plan for light rapid transit and bus improvements; the plan set out exactly what was going to be done and when. The promotion of support for DART was very carefully handled and involved numerous public hearings and excellent use of radio, television and newspaper advertising. Vance Nichols was kind enough to send the information.

Newark Subway renovation

Major rehabilitation of the Newark Subway began on Monday, August 1, 1983, and is expected to continue for about 13 months. Just under $19 million is going to be spent on major upgrading of the trolley subway that runs from Pennsylvania Station in downtown Newark to Franklin Avenue, a distance of about 4.3 miles. This will be the first overhaul of the line since the city-owned subway opened on May 26, 1935.

The track will be upgraded—including installation of new welded rail, refurbishing of ballast and installation of many new ties. The clogged drainage system will be cleaned, and major station improvements will be undertaken. Station work make them more cheerful and secure as well as vandal-resistant. The electrical power system of the railroad will also be modernized.

The Newark Subway is a real success story; it carries more than 12,000 passengers a day and is a major link between NJ Transit's commuter rail and bus lines. Patronage on the line is strong and growing and has doubled in the last decade. Thirty-eight bus routes, including a number that serve suburban areas, stop at the eleven subway stations. No plans have been made to purchase new cars at this time because the 26 ex-Minneapolis PCC cars now in use have been very well maintained and are in excellent condition. The seven-man maintenance crew, working in the shop area located under Penn Station, has done a significant job of keeping the red, white and blue cars in tip-top shape. Consideration of purchasing new cars will be made toward the end of the 1980s.

While the rehabilitation process is underway, the cars will continue to operate from 5:00 a.m. to 7:00 p.m. Buses will be substituted for the trolleys between 7:00 p.m. to 12:30 a.m. on weekdays, and buses will operate a substitute service all day weekends and holidays.

The subway figures in future plans. Stanley Feinsod, Director of Planning and Capital Development for NJ Transit, has discussed several potential schemes. These include extensions to Newark International Airport, the Meadowlands Sports Complex and Montclair. Another possibility is construction of a transfer station at Orange Street with the former Erie Lackawanna electrified Morristown line. Information on this project is sent by Robert Blom and D. Eldridge.

Light rail for St. Louis?

A local real estate developer in St. Louis has been quoted as saying, "Great cities have great transit systems." With this in mind, St. Louis and environs have been studying light rapid transit. Indeed, they have been studying light rapid transit for a number of years. For the first time, however, the studies are moving to the second phase, which is called "alternatives analysis." The product of this will be a statement that contains engineering plans, estimates of the number of potential riders, and a report of citizens' responses gathered from federally-required public hearings called "scoping" meetings.

The corridor favored in the early planning has been one running from East St. Louis west to Clayton, Missouri, where the airport is located. It is expected that such a route, and some additional lines, would not be terribly costly because existing rail rights-of-way could be used for most of the lines.

It is too early to say whether anything will really happen in St. Louis, but at least they got to Phase II! Phase III is actual construction.

SEPTA capital improvements

The Southeastern Pennsylvania Transportation Authority lost substantial patronage because of the 108-day strike on the commuter rail system. Beginning in September, SEPTA plans to lower fares and add trains in order to lure riders back.

With the downtown commuter tunnel project about finished, SEPTA is planning some substantial rail-oriented capital projects. On the drawing board is an overhaul of the Frankford section of the Market-Frankford

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

el. Renovations are proposed at City Hall station and several of the subway stations along the Broad Street subway in northern Philadelphia. Sixty-ninth Street Terminal is also to be renovated. The major terminal at Olney Avenue on the Broad Street line will be rejuvenated as well. A Norristown transportation center will be built where the former Reading Company electric commuter trains, the old P&W High Speed Line and buses terminate in downtown Norristown.

About $16 million is being set aside for electrification of the 15.5-mile commuter line on the former Reading Company from Fox Chase to Newtown. Money is also going to be spent on the electric commuter lines for improvements in track, roadbed, signals, bridges and the electrical system. Five million dollars is being set aside for rehabilitation and renovation of 54 of the Silverliner II cars.

Thanks to N. R. Seidelmann for the information.

LRV in Buffalo

Car 102, the first new light rail vehicle to reach Buffalo and the second vehicle in the 27-car order, was officially unveiled in a ceremony at the new South Park shops on July 15, 1983. After suitable speeches of greeting and promise of a better future, car 102 burst through a paper barrier across the doorway and rolled smoothly to a stop in the middle of the shop floor. The car was splendid in Niagara Frontier Transit Authority's white, brown, orange and yellow livery. The car then rolled out into the sunshine, through the yard and up Main Street for several hundred feet to the end of the electric overhead. It was on public display during the afternoon.

John D. Thompson of Toronto sends the above information and makes the interesting comment that the stretch of track up Main Street is practically on the same alignment as the former Route 8 Main Street car line of the old International Railway Company which last operated streetcar service in Buffalo on July 1, 1950. It took 33 years and 15 days, with a brand new car operating over brand-new tracks, to bring back the good old days. The remaining 25 cars, products of the Tokyu Car Corporation, will be shipped from Yokohama, Japan, and will be finished off at the General Electric Works in Cleveland, Ohio; this is similar to the way the new South Shore cars were handled.

News from Golden Gate

On August 18, 1983, the general manager of the Public Utilities Commission of San Francisco presented thoughts on new rail starts and extensions in San Francisco to the Metropolitan Transportation Commission of the Bay area. High on the list of priorities was a new loop for MUNI Metro at the Embarcadero Station and extension of the Metro to the Southern Pacific station at 4th and Townsend. Also included were the new MUNI E Line to run along the Embarcadero using historic streetcars to connect Fort Mason with the Southern Pacific Depot, the F Line to operate from the Ferry Building to the Civic Center on Market Street, and proposals to study the Bay Shore Line along Third Avenue for light rail or trackless trolley from the Southern Pacific Depot to such places as China Basin, Hunters Point, Balboa Park and the San Francisco Airport. A Geary Corridor study was also proposed; this 7.5 miles of busy bus line now hauls 50,000 daily riders. Consideration will be given to upgrading Geary to either trackless trolley or to light rail. The cost ranges from $50 million for the trolley bus system to $800 million for light rail, mainly in a subway.

Earlier, on July 8, the MTC had heard testimony in favor of expansion of BART to the

DAVE TOCKE

THE FIRST of 27 new cars from the Tokyu Car Company of Yokohama, Japan, has been delivered to the Niagara Frontier Transit Authority of Buffalo. Car 102 was exhibited on July 15, 1983.

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TRANSIT CURRENTS

BY GEORGE M. SHERK

Pittsburg and Antioch areas. Building BART extensions only within the existing three BART counties is estimated to cost $2 to $2.25 billion and is not expected to move ahead for at least ten years.

An exciting part of the presentations to the MTC was the possibility of new rail starts in Marin County. This would include the purchase of the Northwestern Pacific Railroad right-of-way by the Golden Gate Bridge, Highway & Transit District to eventually provide a rail connection between the Larkspur Ferry Terminal and downtown Novato. All of these interesting and exciting plans may well be carried out but would probably not reach fruition for a good many years because of the large capital cost involved. It does certainly show that San Francisco people are thinking ahead in the area of public transportation and the use of electric railways.

The above information was sent by David Pharr.

By the way, those interested in the latest MUNI Map should send $1.50 to MUNI Map, 949 Presidio Ave., Rm. 222, San Francisco, CA 94115. Checks or money orders should be made payable to the San Francisco Municipal Railway.

Flashes

Out in the **Portland, Oregon,** area, August 7 was the day of the inaugural rail run. It was a part of Gresham Get-Together Days and was sponsored by Tri-Met and the city of Gresham. The 10-km. run began and concluded at the newly-opened Ruby Junction light rail operation facility.

Up in **Boston,** the Massachusetts Bay Transportation Authority energized the Red Line extension to the new Harvard Square station on August 6; track from Harvard to Davis Square in Sommerville will be energized on August 9. Putting power in the third rail is for the purpose of testing trains on the track for the formal opening of the new Harvard Square station on September 6, 1983. Service to Porter Square, Davis Square and Alewife is scheduled to begin in the fall of 1984.

Charles Bogart sends news that the **Wuppertal Monorail** Line in Germany has opened a new station at Ohligmuhle replacing a station damaged during World War II.

Dr. Bernard L. Albert also was kind enough to contribute some news from the San Francisco area. Over this summer the Historical Trolley Fest has been operated as a tourist attraction on Market Street in lieu of the cable cars while the cable system is shut down for rehabilitation. Enthusiasm for the Historic Trolley Festival has been high, and there is a good chance that it will be an annual occurrence in San Francisco even after cable car service is started up once again in the summer of 1984.

Dr. Albert also sends news from the **New York** area over concern about whether or not the old New York Central line along the Hudson should have one of its four tracks removed. The Metro-North Commuter Railroad is studying the situation. It would call for switching from a system using two northbound and two southbound tracks to a computer-controlled system with the capability of running trains in either direction on three tracks. The railroad has not convinced the state transportation commissioner that the idea is a wise one.

From **Cincinnati,** Harry Ross provides news about continuing the study of light rail transit in the Queen City. Among the areas to be investigated is a line linking downtown Cincinnati, Western Hills, the University of Cincinnati and Norwood. The city of Cincinnati is currently negotiating with the Chessie System for 13 miles of deserted railway right-of-way that parallels Glenway Avenue and extends from Central Parkway to the city limits beyond Westwood.

Dr. Richard Day of Moscow, Idaho, sends news about **San Diego.** There are strong proposals for expanding the San Diego Trolley system, à la Pacific Electric, to La Mesa, Santee, El Cajon, Carlsbed, Escondido and Oceanside. There may be competition for right-of-way along the Santa Fe tracks for the expansion of the San Diego Trolley system and the proposed high speed bullet train between Los Angeles and San Diego. Dr. Day also sends news that another station has been added to plan for the Wilshire-North Hollywood subway in **Los Angeles.** The station is at the Hollywood Bowl and is expected to cost $75 million. What would Henry Huntington think about that?

Bill Stanley reports that starting June 6, 1983, the Waterfront Trolley in **Seattle** began selling tickets from electronic machines located at the stations. This will overcome the problem of fareboxes being too small to hold all the change.

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BY JIM BOYD

J.M. BOYD

MICHAEL LAPIDES

"GHOST TRAINS" was the title of the 27-photo exhibit of O. Winston Link's work put together by the Akron Art Museum and displayed in New York City. Link (right) addressed the Akron group.

The O.Winston Link exhibit

It is fascinating for those of us who have been familiar with O. Winston Link's photography for so many years to see how the "outside world" reacts to his stark images of nighttime railroading and his intermixing of humanity and machine that is evident in the traveling photo exhibit put together earlier this year for the Akron Art Museum. And these reactions should cause us to consider the potential future impact of what we now consider typical railfan photography.

Back in 1955, industrial photographer Link became aware of the rapid demise of steam on U.S. railroads and decided to do something to preserve the images of the last of the mechanical dinosaurs in their natural habitat. He decided to make the then-100%-steam N&W the focus of a massive photographic assault with large format cameras and an incredible multiple-synchronized-flash rig that permitted him to selectively light a subject as big as a city block and still stop the action with a relatively high shutter speed (see "Master of the night," Fall 1976 RAILFAN). His night work became legendary within the rail hobby, thanks to the book *Night Trick* published by the N&W and a sampling of his work that appeared in books and magazines—to say nothing of the half-dozen superb record albums he produced from tapes made during that same period.

But O. Winston Link's work was never really circulated either within the hobby or to the general public, save for a few prints that were bought by international-class art galleries and museums. His potential "book" was just a file of negatives secured in a vault.

Until the early 1980s when things began to happen.

First, he got together with an editor and publisher and began preparation of his *Steam, Steel & Stars* for Harry Abrams, Inc., of New York City, a 200-page fine arts book scheduled for completion in 1984. He was then profiled in a fascinating twelve-page feature article in the June 1982 *American Photographer* Magazine. Finally, through a fortunate encounter with a group of railfans in Akron, Ohio, who were developing a train meet and program at Quaker Square to bene-

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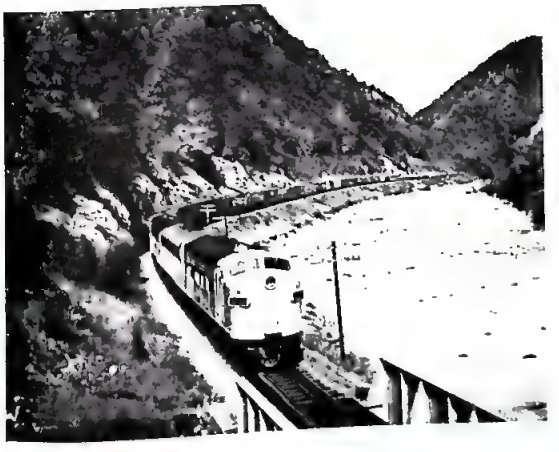

Prints of the Clinchfield

In 1959, the Traffic Department of the Clinchfield Railroad arranged for two photos to be taken of manifest train No. 94. On successive days, No. 94, led by four freshly scrubbed gray and yellow F's, was photographed in the Nolichucky Gorge south of Erwin, Tenn. and on the Catawba River Viaduct north of Marion, N.C. The railroad's 750 sets of prints were all gone within a few years.

In 1982, the Clinchfield made the original plates available to the East Tennessee Rail Fan Association. Using the original letterpress process, the two 11" x 14" photographs have been reprinted and are now available in a once-in-a-lifetime offering of 1000 sets — individually numbered and catalogued, for $15.00 per set (postpaid). Plate 1 of the set is shown at left.

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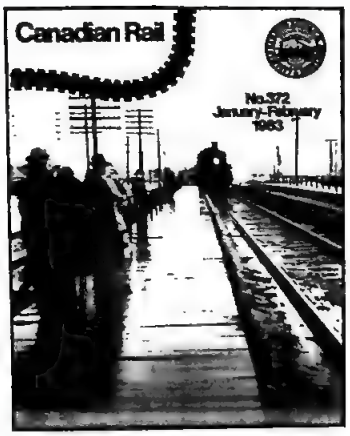

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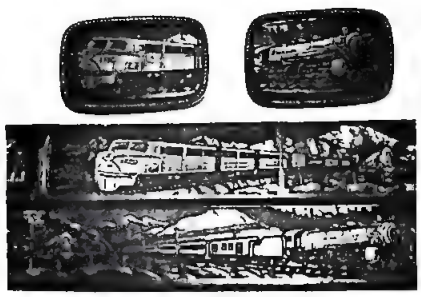

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fit the Cuyahoga Valley Line steam tourist operation, he put together his first one man show, which ran from June 4 through July 3, 1983, at the Akron Art Museum. About three weeks later, his second one man show opened for a summer exhibition at the Photographers Gallery in London, England.

The Akron collection, entitled "Ghost Trains," consisted of 69 16″×20″ prints, matted and displayed in simple chrome frames, and the London exhibit was about the same size. The Akron collection then moved to New York City, where 27 of the prints were displayed at the International Center of Photography throughout August and September 1983. Assembled by Carolyn Carr of the Akron Museum, "Ghost Trains" is made up about three-fourths of night work, with the rest being such daytime images as a Y6 on Blue Ridge, a J at Montgomery Tunnel and the 4-8-0s on the Abingdon Branch. Most of the night work would be familiar to anyone who has Link's record albums or who has seen N&W's *Night Trick,* although a few previously unpublished works are included.

The exhibition caused quite a stir around the Big Apple and made feature status in the prestigious *New York Times* on at least three occasions. It was Link's stark night images and his studio-like staging of people with the trains that seemed to most fascinate the reviewers. Andy Grundberg wrote in his "Photography View" column in the *Times:*

"What also holds our attention in the best of these pictures is the unlikelihood of the situations they purport to document. How is it a family is happily cavorting in a stream underneath a railroad trestle in the dead of night, or that a bevy of bathing beauties is relaxing on the edge of a swimming pool long past their curfew? Even when these pictures are not so obviously arranged we have trouble accounting for them. One, for example, shows the Norfolk & Western's main line running smack dab through the middle of the main street of North Fork, W.Va. If we look carefully, we can see a man in a third-floor window settling in for the night.

"Faced with such oddities—the majority of them owing at least some of their effect to Mr. Link's impressive technique—it is difficult to accept these images as strictly documentary. Indeed, whatever documentary content they have seems to collide head on with the spirit of artificiality that is inherent in commercial studio photography. What results is not far removed from the spirit of camp. One might even be tempted to call the results surreal . . .".

He goes on to differentiate between real and surreal and then sums up the exhibit as ". . . a unique, pleasurable and ultimately uncanny experience."

I wonder what Andy Grundberg's reaction would be to know that the scene in North Fork—while having lost a few of its buildings to urban renewal—is essentially unchanged today and that photos taken within the past year even depict a steam engine (N&W 611) passing by—see page 52 of the March 1983 R&R!

While it's true that railroading has lost some of its character and the steam-era's clutter of detail, there is still a lot on and around America's railroads that holds the potential to become treasured art in the future from what we accept as commonplace today. One of my favorite photos was taken back in 1970 of a Milwaukee Road SD7 alongside a wooden depot in Wisconsin. The crew is gathered by the cab, and a late-1950s batwing

Chevy is pulled up to the depot. It was an ordinary shot when I took it, but in a little over a decade it has become a classic slice of time.

In looking at Link's night work, we are awed by the sheer impact of his flash technique and the raw energy of steam railroading frozen in its glare. But the clincher in his photography is the human element that he works into virtually all of his scenes. It's the same thing that "makes" that Milwaukee shot for me—the car and the crew add an element of life and time to what would otherwise have been just a static roster shot of an SD7 next to a depot.

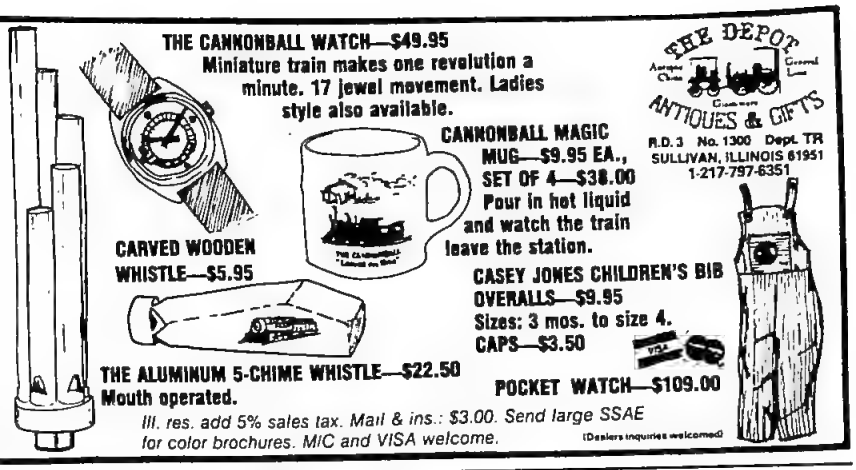
The use of a wide angle lens when appropriate and the willingness to include the working people—and their cars—into your scenes could go a long way toward turning simple railfan photography into an important and significant effort to preserve the full railroad scene in pictures of lasting historic value. As railroads merge into fewer and fewer entities and the spartanization of motive power and equipment makes the hardware itself somewhat less appealing, a whole new world exists for the photographer who can incorporate life and surroundings into his railroad scenes. O.Winston Link showed us that back in 1958.

MIKE MUSCI

"HOT SHOT EASTBOUND at Iaeger, W.Va.—July 1957," showing an N&W 2-6-6-4 storming past kids in a convertable watching an outdoor movie, is one of Link's most honored photos.

Incidentally, Link reports that he has become very busy of late filling orders for prints generated by the exhibitions. Most of the 16″×20″ prints sell for $250 each, but the most famous photo of the collection—his N&W A storming past the drive-in theater in Iaeger, W.Va., while kids cuddle in a convertible in the foreground—goes for $700 a print (it is a particularly difficult print to make, as the image on the movie screen has to be printed in from a second negative). Among those who have purchased Link's photos, including the Iaeger view, was actress Dianne Keaton, and Winston delights in telling the story about how he didn't know who she was when she visited his studio to order the prints. "She was just another customer, to me," he said, "and I kidded with her and we got along fine." When she returned to pick up the prints, he had become aware of who she was and greeted her with, "I guess you're a pretty big deal. But that's okay. Sit down and have some coffee."

Link's "Ghost Trains" will be on exhibit beginning October 28, 1983, at the Chrysler Museum in Norfolk, Va., and will be at the Roanoke Museum of Fine Arts in Roanoke between May 1 and June 17, 1984.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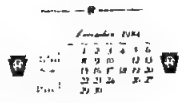

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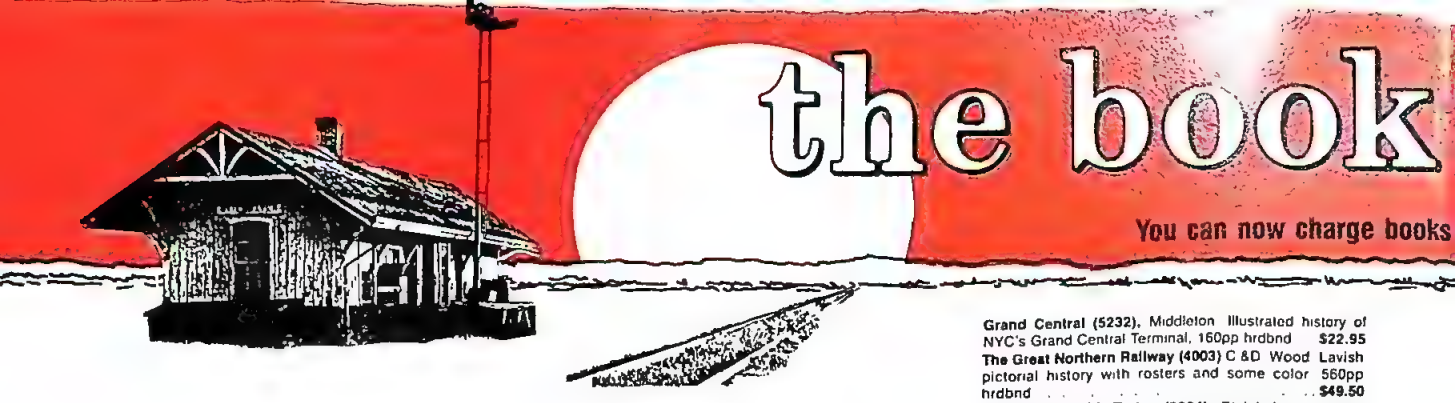

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BY JIM BOYD

N&W 611 chuffs out of North Western Station in Chicago on August 6, bound for Sterling. She came through Dixon (right) that afternoon.

Streamlined steam homecoming

It was September 1982 when the C&NW's 4-6-0 1385 brought steam back to my old hometown for the first time in 26 years (MARKERS, January 1983), and now, less than a year later, a Norfolk & Western streamlined 4-8-4 would be making two round trips through there—it goes without saying that an N&W J through Dixon was something I'd never even dreamed of seeing. In spite of the August 6-7 scheduling of the trips falling right on the shipping deadline of the November '83 R&R, this was something I wasn't about to miss.

The magazine deadline cramped the time available for the trip a bit more than I would have liked, forcing me to make it a four-day weekend of driving to Illinois from New Jersey on Friday, chasing the train on Saturday and Sunday and then heading immediately back East on Monday. Max Robin and Joe Taylor signed on for the trip—they've been close friends for over a decade and were as curious to see "Boyd's Midwest" as the J.

The trip began to take on all the flavor of a Jean Shepherd novel (for those of you who aren't familiar with Jean Shepherd, he's a storyteller who has written numberous books [*In God We Trust, All Others Pay Cash; Wanda Hickey's Night of Glorious Memories and Other Disasters,* etc.], produced TV shows and used to have a long-running radio show on WOR in New York; he indulges in stories about his boyhood in Hammond, Indiana, and travels around the country, laced with lavish details of Americana). The glowing night sky of Hammond at 2:00 in the morning set a Shepherdesque tone for the Chicagoland weekend.

The carload was filled out with Mike Schafer, the new editor of *Passenger Train Journal,* joining us Saturday morning. The air was hot, muggy and sunny as we watched in near disbelief as the familiar N&W streamlined 4-8-4 chuffed out of the familiar semaphore-laden throat of North Western Station. Everything was familiar, but the *combination* was as alien as one could imagine. We had a frantic chase westward, trying to stay reasonably within the legal speed limit and still keeping up with a mile-a-minute passenger train. Luckily, inspection stops to check the right crosshead guide—damaged the previous week, see page 32—and a couple of passenger stops let us hop/skip for photo runpasts. The most exciting one was as the J literally tore De Kalb apart, blowing through downtown at a flat 60 in a swirl of smoke and steam.

The photo run was set for Dixon, and we joined the throng at McRoberts Crossing west of town—the J was not only going through the old home turf but was even making a movie run there! We then beat it on into Sterling to get the train crossing the Rock River causeway at Water Works Curve and then stopping behind the office of North-

NEXT in RAILFAN & RAILROAD

- **TUSCOLA & SAGINAW BAY:** Bob Wise takes us for a look at the interesting power and operations of this Michigan short line.
- **NEW MANAGEMENT FOR MT. WASHINGTON:** The world's oldest operating cog railway has new owners and a new steam locomotive. Gred Nazarow tells us all about them and some future plans for this famous tourist hauler.

MARCH 1984 ISSUE ON SALE JANUARY 24.

western Steel & Wire—now not only berift of 0-8-0s but strikebound so that even its SW1001s were absent.

The highlight of the trip, however, would be the eastbound run up the ruling grade through Dixon, and we were set up well in advance. I'd watched C&NW's streamlined 4-6-4s pause there and take on water and go slipping and sliding uphill out of town but have no real memory of steam parading nonstop up the grade. Don Purdie kept his word to work a little smoke on the hill, and the approaching plume reminded us of something we'd forgotten for 27 dieselized years: the track curves around the hill to the west and the trains pass behind it from left to right before appearing around the S-curve from the right.

The J hove majestically into view with a brilliant exhaust lifting the 22-car train uphill at about 40 m.p.h. We got our photos and just stood there listening to her hammer up the hill and out of town to the east—none of the C&NW E4's slipping and sliding, just the confident stride of a J in her element. She didn't sound that good on Blue Ridge, but then, maybe I'm prejudiced.

Waiting for the J an hour earlier, we'd all been sitting on the front step of the depot—it was to have been torn down a year ago, but somehow it had managed to survive—and it was a strange sensation to have my "New Jersey friends" talking with my "Dixon friends" while watching expectantly toward the west. All very familiar and at the same time very alien.

Leaving the J to her 60-m.p.h. race into darkness, we celebrated with a pizza at Al & Leda's and then took our carload about 100 miles north to Janesville, Wisconsin, where we had another date with unreality. There in the old Milwaukee Road roundhouse, Glenn Monhart had his ACL E3 501 idling on the turntable, resplendent in her purple and gold livery. We set up for night shots of the E3 and the former-CM&N F-unit, finally wrapping it up well after midnight.

Bone tired and still 100 miles from "home" at Craig Willett's in Chicago, we headed south. "Do you realize what we've just done?" we sort of asked each other. "We've just spent the day photographing an N&W J in Illinois and followed that up with a night session of a purple ACL E3 in Wisconsin. Somebody got the calendar, *Official Guide* and geography book all mixed up." (See page 75.) Not only that, but we then got up on Sunday and did the J chase all over again—and if somebody tells you we completely missed the return trip of the J from Sterling because we'd gone to Davenport to hit a Steak'n Shake for lunch and were 15 minutes late getting back; well, they're right. Jean Shepherd would have liked that ending.

"Love Those Trains"

The Gulf Oil/National Geographic Special "Love Those Trains" will air on public broadcasting television on Wednesday, February 8, 1984. Advance publicity promises a steam excursion "chartered by an Alabama train club for a ride to Chattanooga. . . ", plus the Guayaquil & Quito in Equador, the Durango & Silverton and a transcontinental ride on the "Salad Bowl Express." Other features include the operation of the original *John Bull* in 1981, a hobo convention and a live steam model railroad. There'll also be a ride on the *Orient Express* and some of Amtrak's more spectacular routes. It looks like an interesting way to spend a winter evening.

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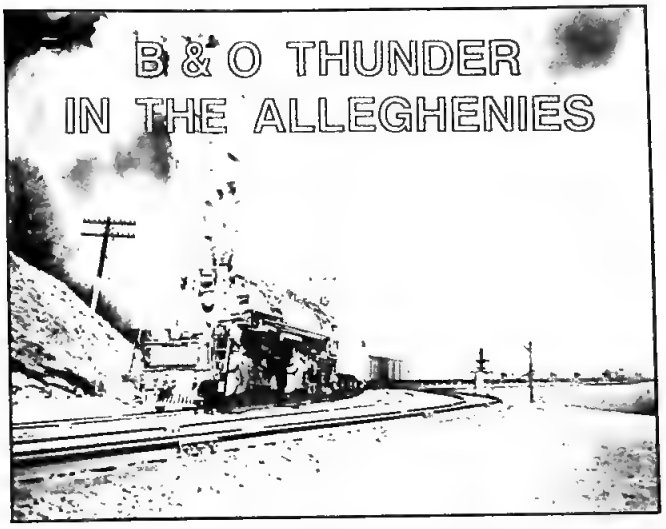
THUNDER IN THE ALLEGHENIES

by Deane Mellander



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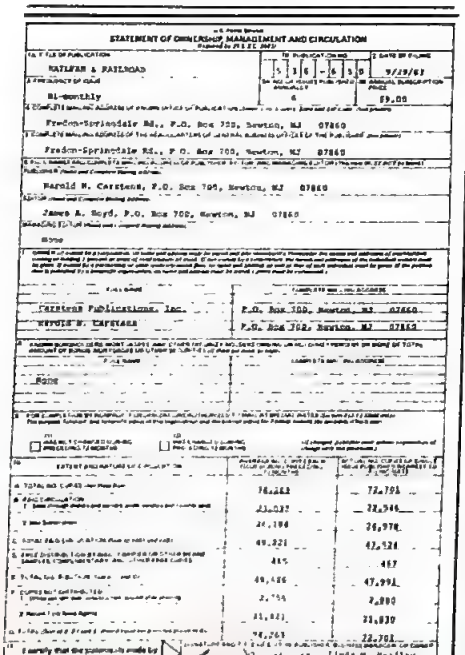

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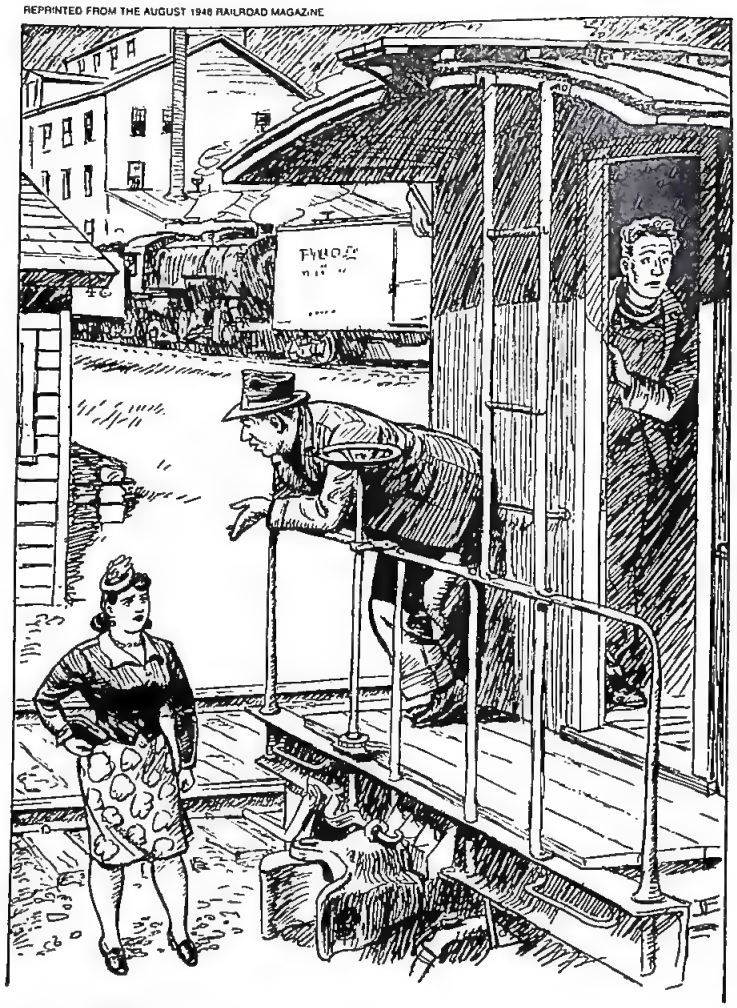

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NOT ON THE WHEEL REPORT — By Joe Easley

"You ain't the only one lookin' for Curly, ma'am. He's wanted for passin' bad checks, not to mention desertion and non-support of a wife and three kids in East St. Louis; but he just skipped out and went to Mexico"

East Broad Top

Sherman D. Shook writes to advise us that Railways to Yesterday, the trolley museum on the site of the East Broad Top Railroad in Pennsylvania, will be unable to sponsor in 1984 the Winter Railroad Spectacular that has been so popular in the past. A massive overhaul of the equipment and roadbed is under way on both the trolley line and EBT, aided by a new organization, Friends of the East Broad Top. Volunteers from FEBT have been busily painting and cleaning to help preserve the property and equipment. FEBT information can be obtained form from Philip Padgett, 2737 Devonshire Place N.W., Apt. 20, Washington, DC 20008. Steam and trolleys will run as usual in 1984.

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GREG FLICEK

NEAL PAYTON and the Tara Woods laundromat.

Laundromats

As for your Nice'N'Neat laundromat (September R&R page 5), see the accompanying photo. RAILFANNING IS: Reading your article on the last run of the RGZ in the Tara Woods laundromat.

NEAL PAYTON
Denver, Colo.

The GM&O RS1

Concerning the GM&O RS1 on page 75: After years in the North Walpole, N.H., roundhouse of the Green Mountain Railroad, former-GM&O RS1 1053 (originally Illinois Terminal 750) entered GMR service in early

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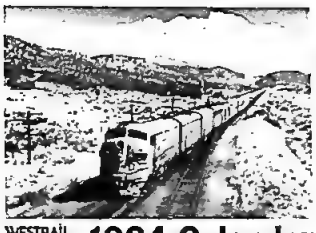

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MAY 6, 1984, NINTH ANNUAL WESTERN New York Railroad Antique/Collectible Show/Sale. Location: Airport Holiday Inn, 4600 Genessee St. (Rt. 33), Cheektowaga NY (just East of Buffalo International Airport). Restaurant/motel facilities on premises, easy interstate access. Hours: 10am to 4pm, Admission: Adults $2; family maximum $4. The oldest Railroad memorabilia only show in the U.S. For dealer information send #10 LSSAE to: Railshow '84, 5806 Sheridan Drive, Williamsville, NY 14221. 384

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HELP WANTED - Lawyer, accountant, syndicator underwriter, active or retired railroad officials, and owners of private equipment willing to trade their talents or use of equipment for interest in new short line now being formed. Pioneer Industrial Railroad, PO Box 3525, Peoria, IL 61614. 184

TELEGRAPH KEYS wanted. Advise on description, condition and prepaid price. Dick Randall, 1263 Lakehurst Rd., Livermore, CA 94550. 184

WANTED — Negatives, movies, transfers, anything on Scranton Railway Co., or Scranton Transit. Charles Wrobleski, Box 663, Scranton, PA 18501. 384

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September after extensive overhaul. The new GMR 400 rolled out in her GM&O red colors and made a couple of road trips in that livery before being sandblasted, primed and properly attired in the GMR's Rutland-inspired green and yellow. GMR's Bob Adams noted that as the paint stripping was under way, the 400 briefly revealed her old ITC colors as well but never ventured out that way.

It's mine!

Possessing a diesel locomotive is not something one does lightly, and it requires a family commitment if the owner leads any sort of a "normal" life. Such is the case with Glenn and Rose Monhart and their Atlantic Coast Line E3—which the editor confesses is getting more than the usual share of coverage simply because slant-nosed E-units are personal favorites and that purple and gold paint scheme is a *particular* personal favorite.

On the 501's first public outing, a series of excursions on the Central Wisconsin out of Monroe in early July, Rose was occupying in fireman's seat just prior to a departure. She noticed an obviously perplexed camera-laden fan on the ground casting a longing eye in the direction of the cab. He could stand it no more and finally blurted out, "Hey! How do you rate riding in the cab?"

"Because I *own* it," she cooed.

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KODACHROME JIM BOYD

KODACHROME LEO LANDRY

Railfanning in the Twilight Zone

One gets the impression that the calendar, geography book and *Official Guide* can occasionally go awry. Case in point: 10:30 p.m., August 6, 1983, an Atlantic Coast Line E3—recently of Denver, Colorado—found idling on a turntable in Janesville, Wisconsin, encountered by voyagers who a mere five hours earlier had watched a Norfolk & Western 4-8-4 on the C&NW in Illinois.

Or consider the case of Illinois Terminal RS1 750, on the night of September 1, 1983, observed at North Walpole, New Hampshire, in the guise of Gulf, Mobile & Ohio 1053; in reality Green Mountain 400, about to receive Rutland-inspired green and yellow.

Mere apparitions of the darkness? Then explain: Six units—four of them Alco Century 430s on high-adhesion trucks—on a 106-car New York, Susquehanna & Western freight on Conrail's old Erie main line at Port Jervis, N.Y., on August 9, 1983. Next stop, the Twilight Zone—well, Passaic Junction, New Jersey, actually.

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